What **Mechanical Division** officers decided in special Chicago meeting . . . . p. 30

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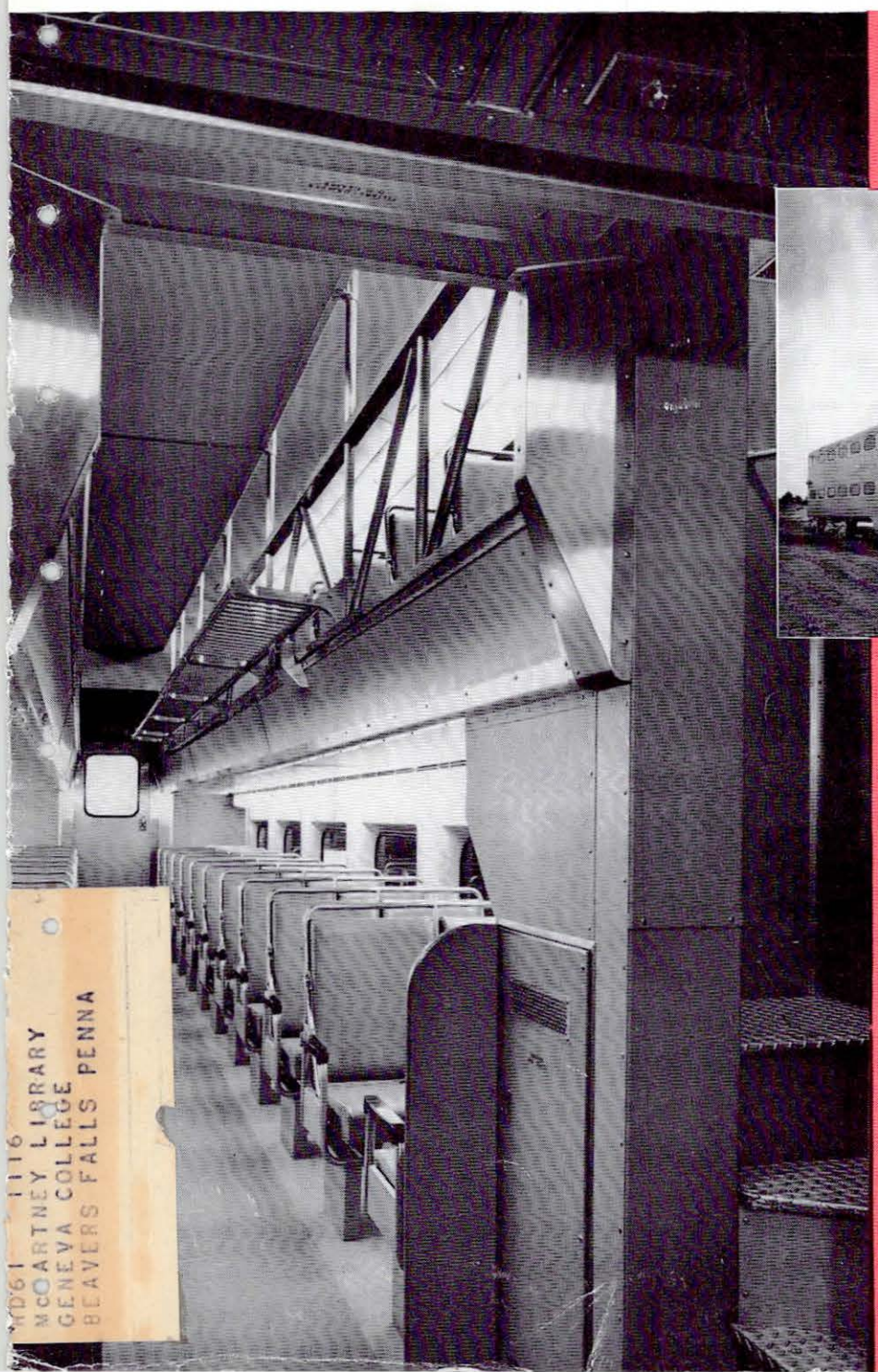
July 10, 1961

RAILWAY AGE WEEKLY



NEW COMMUTER COACHES

Milwaukee's new push-pull trains will add flexibility to road's suburban service at Chicago . . p. 26

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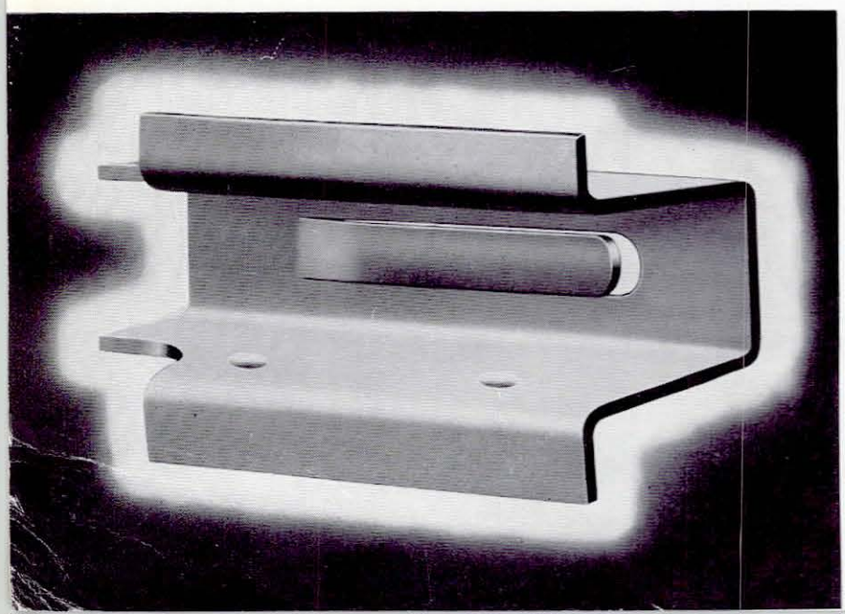

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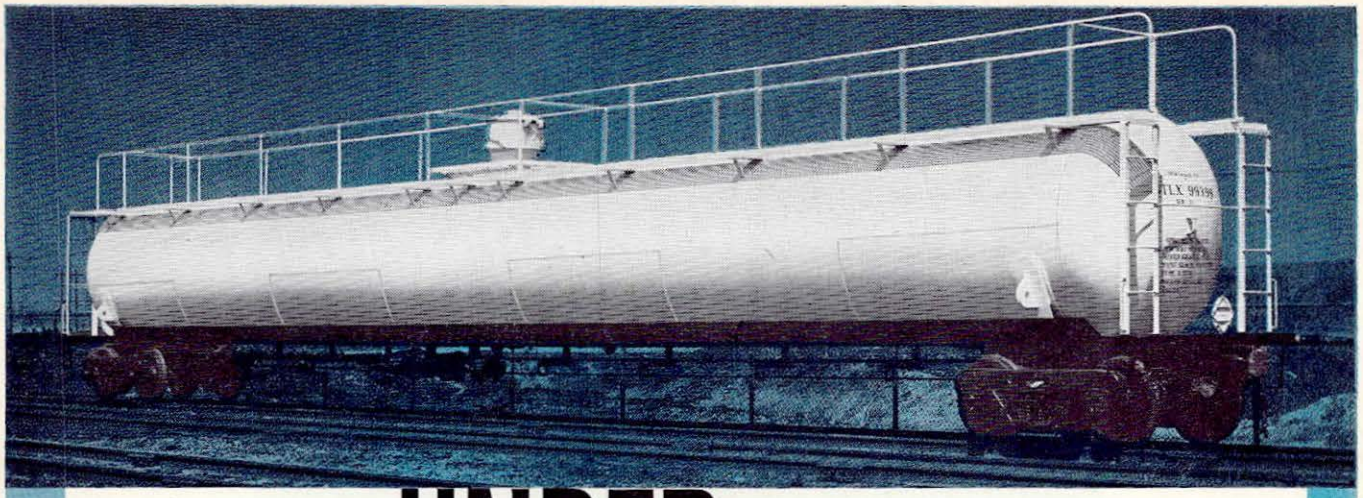

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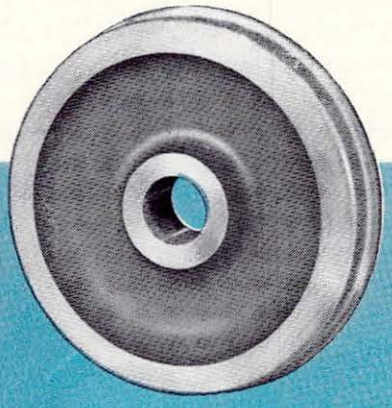

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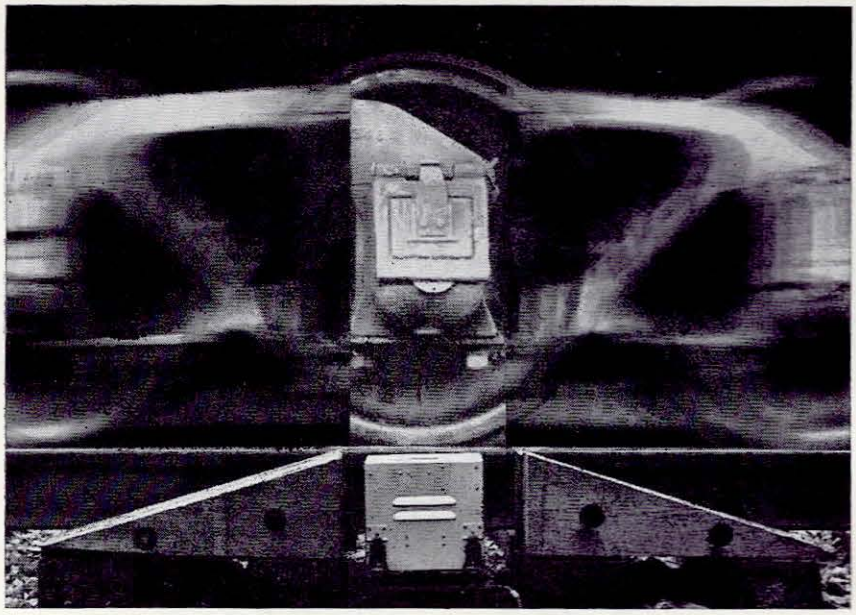

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RAILWAY AGE

WEEK AT A GLANCE

July 10, 1961 • Vol. 151, No. 2

Suppliers see threat in S.1197

The proposed rate-making bill, by denying railroads the right to compete, would have a serious effect on the supply industry, warns RPI ..... **p. 9**

PRR stores fuel to trim costs

A just-completed $2,700,000 program is designed to give the Pennsylvania the capacity to buy and store large amounts of diesel fuel when prices are most favorable **p.22**

Milwaukee's new coaches give more flexibility

The 40 new bi-level, push-pull commuter cars offer the flexibility and rapid turnaround characteristic of electric multiple-unit train operations **p.26**

Mechanical officers propose higher payloads

The AAR Mechanical Division, at a "limited" meeting in Chicago, recommended an increase of 5% over the stencilled load limits of all freight cars **p.30**

New Haven renovates two coaches a week

New life is being injected into the road's passenger-car fleet, despite current financial troubles. Some 100 cars, for example, are being refurbished for $2,000 a car **p.36**

'Buy now,' carbuilders advise

Unless freight-car purchases are stepped up, railroads won't be able to meet the needs of a "resurgent national economy," says the American Railway Car Institute **p.53**

C&O eyes tax gain in B&O affiliation

The ICC has been asked to order New York Central to reduce its B&O stock holdings to permit consolidated C&O-B&O tax returns **p.54**

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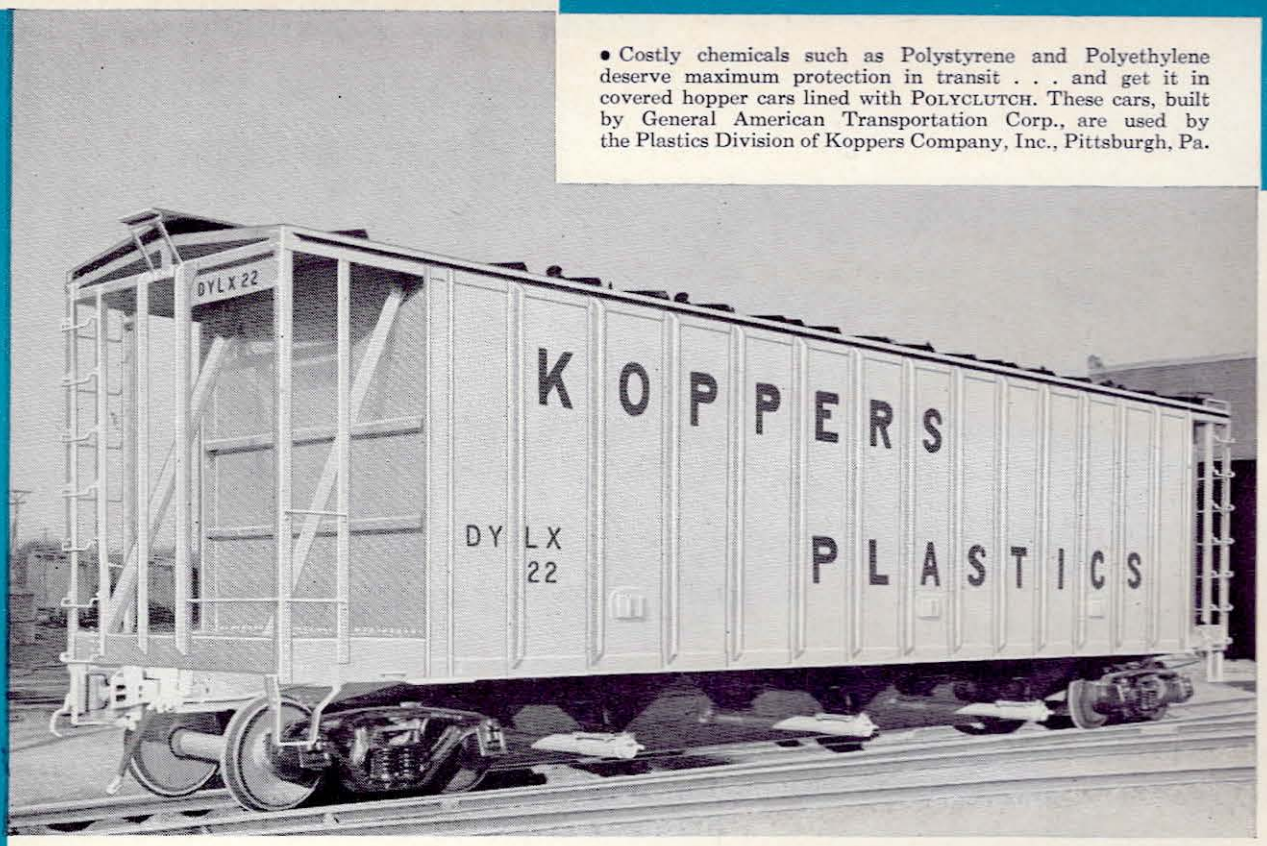

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WEEK AT A GLANCE

The Action Page—Green board from the ICC

The Commission's excellent decision in the Plan III and Plan IV piggyback case offers railroads their long-sought opportunity in an important traffic area p.58

Short and Significant

An order for 23 rail diesel cars...

has been received by the Budd Co. from the Brazilian Federal Railway System. Delivery of the $4-million order will begin in mid-1962. (See page 51.)

May's net income of $26 million...

turned the cumulative 1961 net of Class I railroads from red to black. It overcame the four-month deficit of $9 million to produce a five-month net of $17 million.

Fixed charges were not earned...

by 38 roads in the first five months of this year. Rate of return for the 12 months ended with May averaged only 1.45%.

Nine more railroads have joined...

REA Leasing Corp.'s piggyback trailer and container pool, bringing total membership to 16. They are: CB&Q; Clinchfield; E-L; LV; MoPac; Reading; Frisco; Seaboard; and Wabash.

A 'full crew' on all robot trains...

will be demanded by the Transport Workers Union in contract talks with the New York City Transit Authority this fall. NYCTA's first automatic subway train is due in September.

Service at 44 Soo Line stations in Minnesota...

would be provided by 20 agents under a plan filed with the state regulatory commission. The modified agency plan would save about $150,000 annually.

Current Statistics

Operating Revenues	
5 mos., 1961	$3,622,223,954
5 mos., 1960	4,065,456,192
Operating expenses	
5 mos., 1961	2,982,789,099
5 mos., 1960	3,196,180,433
Taxes	
5 mos., 1961	392,280,975
5 mos., 1960	450,431,799
Net railway operating income	
5 mos., 1961	86,601,151
5 mos., 1960	273,539,570
Net income estimated	
5 mos., 1961	17,000 000
5 mos., 1960	195,000,000
Carloadings revenue freight	
25 wks., 1961	13,058,189
25 wks., 1960	15,141,897
Freight cars on order	
June 1, 1961	13 964
June 1, 1960	36,106
Freight cars delivered	
5 mos., 1961	15,640
5 mos., 1960	25,360

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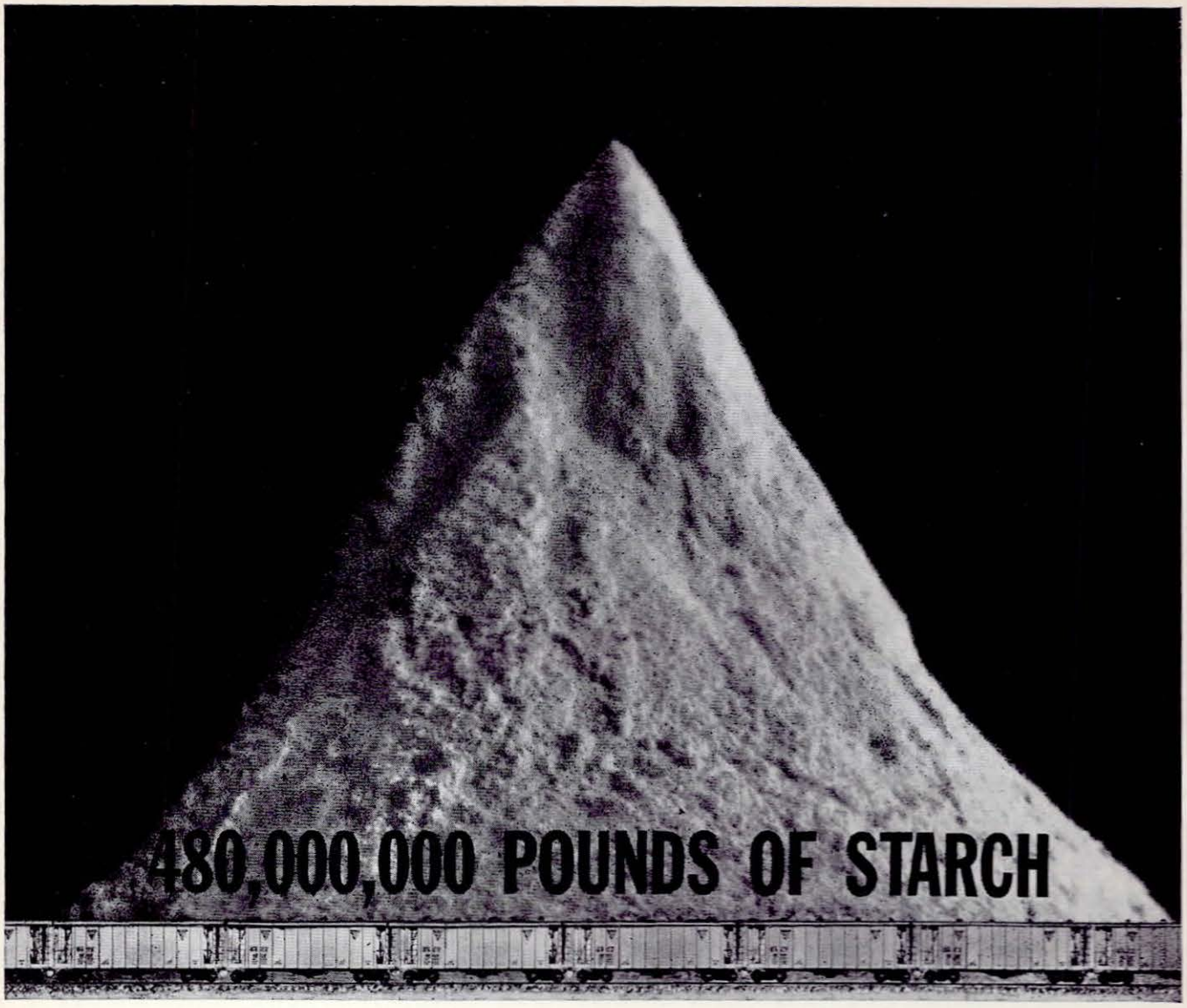

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Suppliers See Threat in S.1197

► **The Story at a Glance: Railroad prosperity—or the lack thereof—has a tremendous impact upon the economy of the nation generally and "helping the railroads to attain some fair degree of prosperity is good, not just for the railroads, but for almost every form of business and human activity in almost every state and city in the nation."**

With that flat declaration as a starter, the Railway Progress Institute this week is filing with the Senate Committee on Commerce a strong plea for rejection of S. 1197 and, consequently, re-affirmation of the rate-making rule of the Transportation Act of 1958.

Consideration of S. 1197 is an either-or proposition that involves far more than just the revision of a rate-making rule, in RPI's view.

J. W. Scallan, chairman of RPI and president of Pullman-Standard, declared that, if Congress approves the S. 1197 principle, "you will inevitably thwart the hope that the railroads, by reducing their rates, can recover some of the traffic they have lost to competing forms of transport (including private carriage), improve their financial position and, as a result, purchase at least some of the equipment, facilities and supplies they want to keep abreast of the needs of commerce in this country and to be prepared for any national emergency that may arise."

On the other hand, he noted in a statement scheduled to be filed July 10 with the Senate Committee on Commerce, "if you decide to stick to the rate-making rule as stated in the Transportation Act of 1958 . . . you will encourage the railroads to step up their purchases to the higher levels of the post-war years. . . This, we sincerely believe, will put more men back to work in our widespread industry and stimulate local trade and commerce in all of the industrial areas [where rail suppliers operate]. And this kind of stimulation will not cost the taxpayers of America a single penny."

RPI's presentation stressed two major points: the decline in railroad purchasing power over the past three years; and its effect on hundreds of industrial centers all over the nation.

Mr. Scallan proved his first point with a simple bar chart—showing graphically how railroad purchases slumped from more than $3 billion in 1956 and 1957 to less than $2 billion in 1958. Slight increases were recorded in '59 and '60—but, he pointed out, returns from first-half 1961 indicate another sharp downturn in expenditures. Over the first six months, spending for equipment was off 30%; expenditures for roadway and structures declined by almost 16%. Estimates for the full year, Mr. Scallan warned, "indicate that capital expenditures of the Class I railroads may be 39.4% below last year's figure —a drop of almost $362 million in this item alone."

Unless business picks up quickly "and the railroads start ordering right and left," he declared, "it looks like another slim year for the railway equipment and supply industry. . . . When railway orders are reduced or postponed, plants such as we operate are forced to lay off workers and curtail expenses in every way we can. When workers are laid off and production facilities are mothballed in any industrial community, local retail and wholesale trade are adversely affected and the fires of recession are fueled."

Such adverse effects, Mr. Scallan emphasized, are felt coast to coast and from Canada to the Gulf of Mexico—a map prepared by RPI shows 914 separate rail equipment and supply production facilities in 468 cities, and the list is not complete. Among the major points: Chicago, 125 plants; New York City and northern New Jersey, 76; Pittsburgh, 43; St. Louis-East St. Louis, 29; Cleveland, 21; Kansas City, 19; Los Angeles, 18; northwestern Indiana, 18; Detroit, 17; Buffalo, 16; Philadelphia, 15.

"It is in these important industrial areas that any curtailment of railway purchases hits first," RPI's chairman noted. Conversely, he said, it's in the same districts "that any increase in their purchases is felt quickly as our plants get busy on railroad orders.

"I think it is significant that so many of the plants of the railway equipment and supply industry are located in industrial areas where there has been a disturbing amount of unemployment recently," Mr. Scallan added. "The Bureau of Employment Security of the Department of Labor, in its April 1961 report, lists 17 major cities in the continental United States as having 'substantial and persistent labor surplus.' Our industry has plants and production facilities in 11 of these 17 cities. I am sure that

(*Continued on page 52*)

Drought, Grasshoppers Menace Crops

Nature isn't cooperating with the farmers in the upper Midwest—and grain crops are suffering as a result. Railroad crop reports show concern over continued drought conditions—and, more specifically, over "threatening-to-severe" grasshopper infestations in several states.

One road said the drought has brought reports of "irreparable damage" to crops from the foothills of the Rockies east through North Dakota. The grasshopper invasion "now constitutes an additional plague. . . . The general drought has contributed to this scourge, which is most severe in legume meadows, soil bank fields and native sod areas."

Meanwhile, the drought itself has caused 51 counties in North Dakota to be declared disaster areas by the U. S. Department of Agriculture and similar classifications have been made or are pending for a number of counties in Montana and Minnesota.

As for the grasshopper menace: "The situation is said to be critical and threatening-to-severe infestations are reported in nearly every county in North Dakota and in 17 eastern Montana counties. . . . Control measures are underway."

NH Denied New Federal Loan

The New Haven won't get a loan from the federal government under the Defense Production Act, and seemed last week to be headed for financial reorganization—either under Section 77 of the Bankruptcy Act or in a receivership proceeding. The federal government's adverse decision was announced at the White House on July 6.

The announcement came in a letter wherein Director Frank B. Ellis of the Office of Civil and Defense Mobilization advised Secretary of the Treasury Dillon that he was unable to certify the loan sought by New Haven as essential under terms of the Defense Production Act. The letter was made public by President Kennedy's press secretary, Pierre Salinger.

The NH appeal was for a loan of $5.5 million under Section 302 of the Defense Production Act. That section provides that "in order to expedite production and deliveries or services to aid in carrying out government contracts for the procurement of materials or the performance of services for the national defense, the President may make provision for loans . . . to private business enterprises . . . for the expansion of capacity, the development of technological processes, or the production of essential materials . . ." The basis of Mr. Ellis' adverse recommendation to Secretary Dillon was set out in his letter as follows:

"Since the applicant does not propose to engage in the development of processes or the production of materials, the only basis which the Congress has here provided for a loan to the applicant is that such loan be 'for the expansion of capacity' to perform transportation services needed in the national defense. The application makes clear that the proposed loan would be used to pay existing obligations and maintain existing capacity. No expansion is proposed. Whether expansion of the applicant's transportation capacity would serve the national defense is not presented for determination."

The letter also said that Mr. Ellis had considered views of the ICC and the Department of Defense. Mr. Salinger explained that those agencies did not comment on NH's eligibility for a loan —they said only that its continued operation was essential to the national defense.

The President's press secretary said he was informed that there was no other way at present in which NH could get a loan from the federal government. Asked if Director Ellis' recommendation would prevent the President from arranging for a government loan to NH, Mr. Salinger said it would, it being the President's view that he is bound by the recommendation.

Mr. Salinger went on to emphasize that immediate curtailment of NH service would not result. He noted that service abandonments must be cleared with the ICC and he was aware of no pending NH notice or application in that connection.

With Mr. Salinger was another member of the President's staff — Myer Feldman, who has been handling the NH matter at the White House. He, too, said the present development "has nothing to do with continuance of NH service," adding that the President is "anxious" to have NH continue its present service.

It was Mr. Feldman who suggested that NH now seems headed for financial reorganization. He indicated that NH President George Alpert had implied that a Section 77 proceeding would come if the loan was denied. Asked why President Kennedy had got into the case, Mr. Feldman replied that the President wanted prompt action one way or the other.

WATCHING WASHINGTON WITH WALTER TAFT

• **PASSENGER SERVICE DEFICITS** last year absorbed more than half of the freight-service net railway operating incomes of 13 companies on the ICC's list of "37 selected large railroads." Among them was the North Western whose passenger-service deficit put it in the red. It amounted to $10,332,000 while the road's freight-service net amounted only to $9,069,000.

THE OTHER 12 ROADS in the above-50%-absorption group had ratios of passenger deficits to freight nets ranging from Texas & Pacific's 50.9 to Pennsylvania's 87.36. Among important passenger carriers not on the list are the New Haven and Long Island.

ONLY TWO ROADS on the list reported 1960 passenger services in the black. They were the Cotton Belt which made $70,207 and the Clinchfield which made $1,000. The other 35 roads had 1960 passenger-service operating ratios ranging from New York Central's 103 to Duluth, Missabe & Iron Range's 1083.28. Second highest was PRR's 331.64.

• **DINER DOLLARS** are becoming cheaper. They cost 3.7 cents less in 1960 than in 1959. That's the way the ICC's Bureau of Transport Economics and Statistics figures it on the basis of latest available data.

IN OTHER WORDS, the ratio of diner and buffet expenses to revenues from those services was down from 1959's 146.7 to 143 last year. The expense figures do not include costs of hauling and maintaining diners, or overhead. On that basis, the aggregate diner and buffet service loss of the Class I roads amounted to $21,958,000 last year, down $2.1 million from 1959's deficit of $24,165,000.

OF THE 20 ROADS with annual diner and buffet expenses in excess of $1,000,000, only the New Haven is making money on the services. In both 1960 and 1959 its diner ratio was 93.7. Last year its diner services grossed $2,079,000 and cost $1,949,000 for a net of $130,000.

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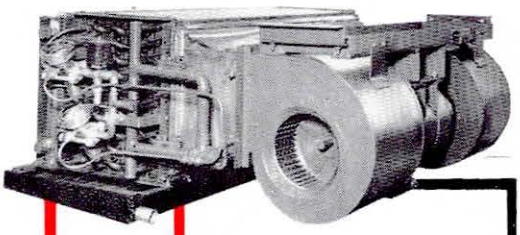

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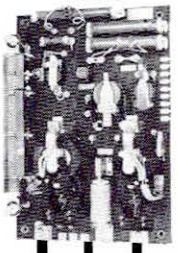

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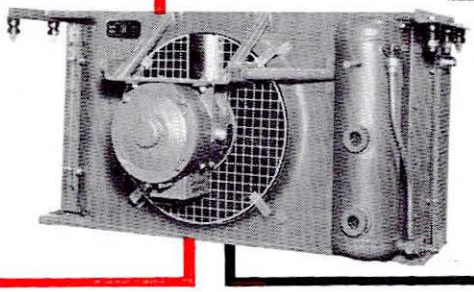

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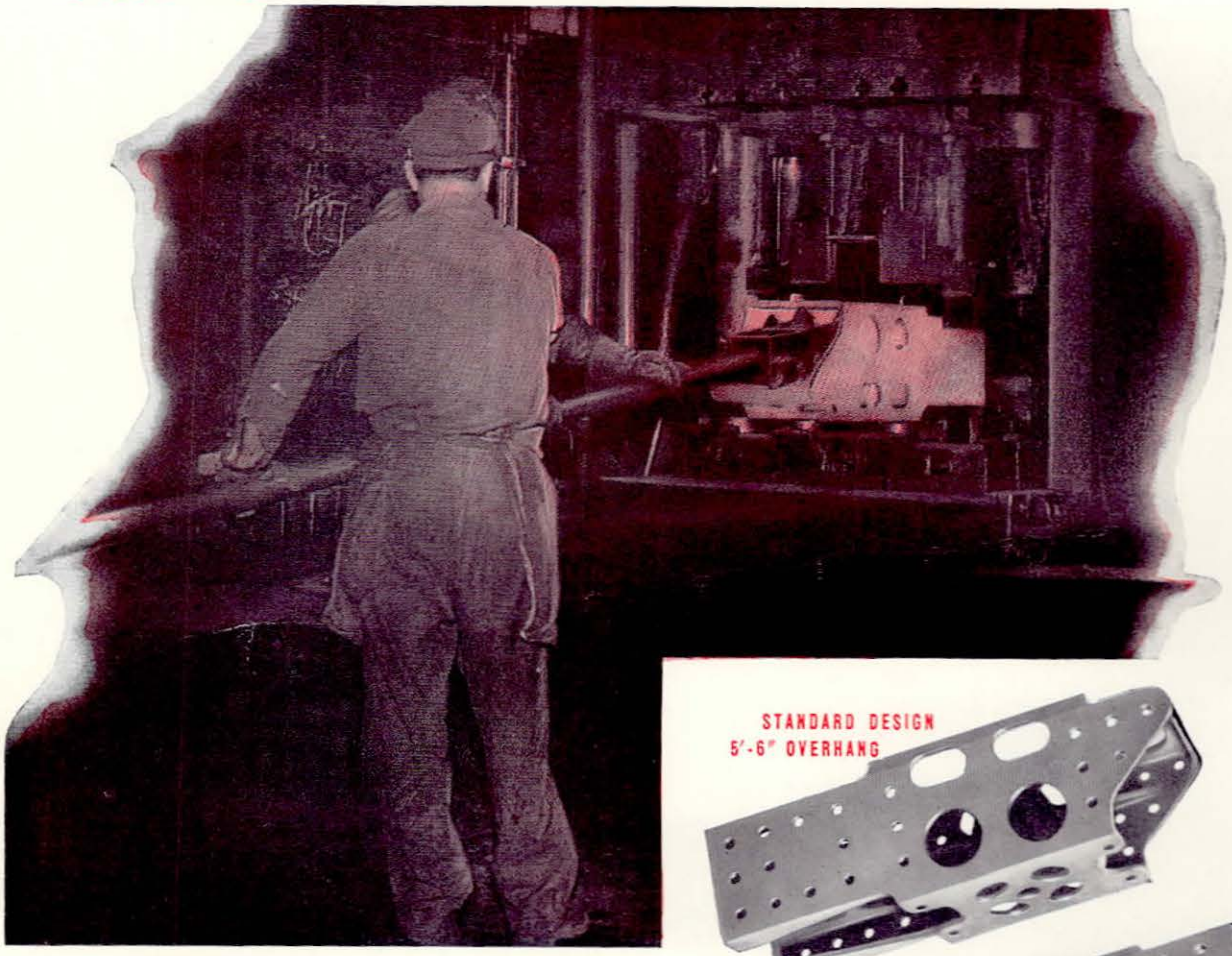
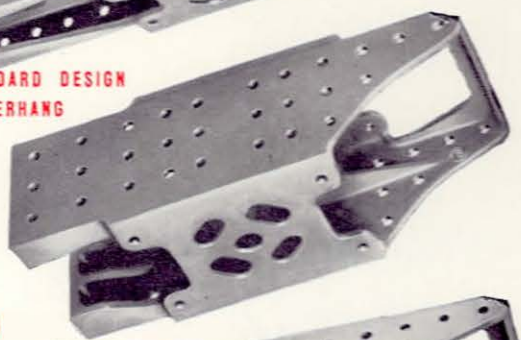


STANDARD DESIGN
5'-6" OVERHANG

STANDARD DESIGN
5'-0" OVERHANG



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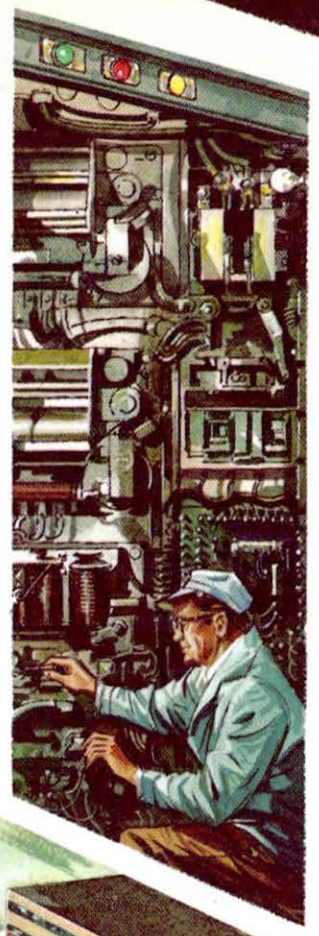

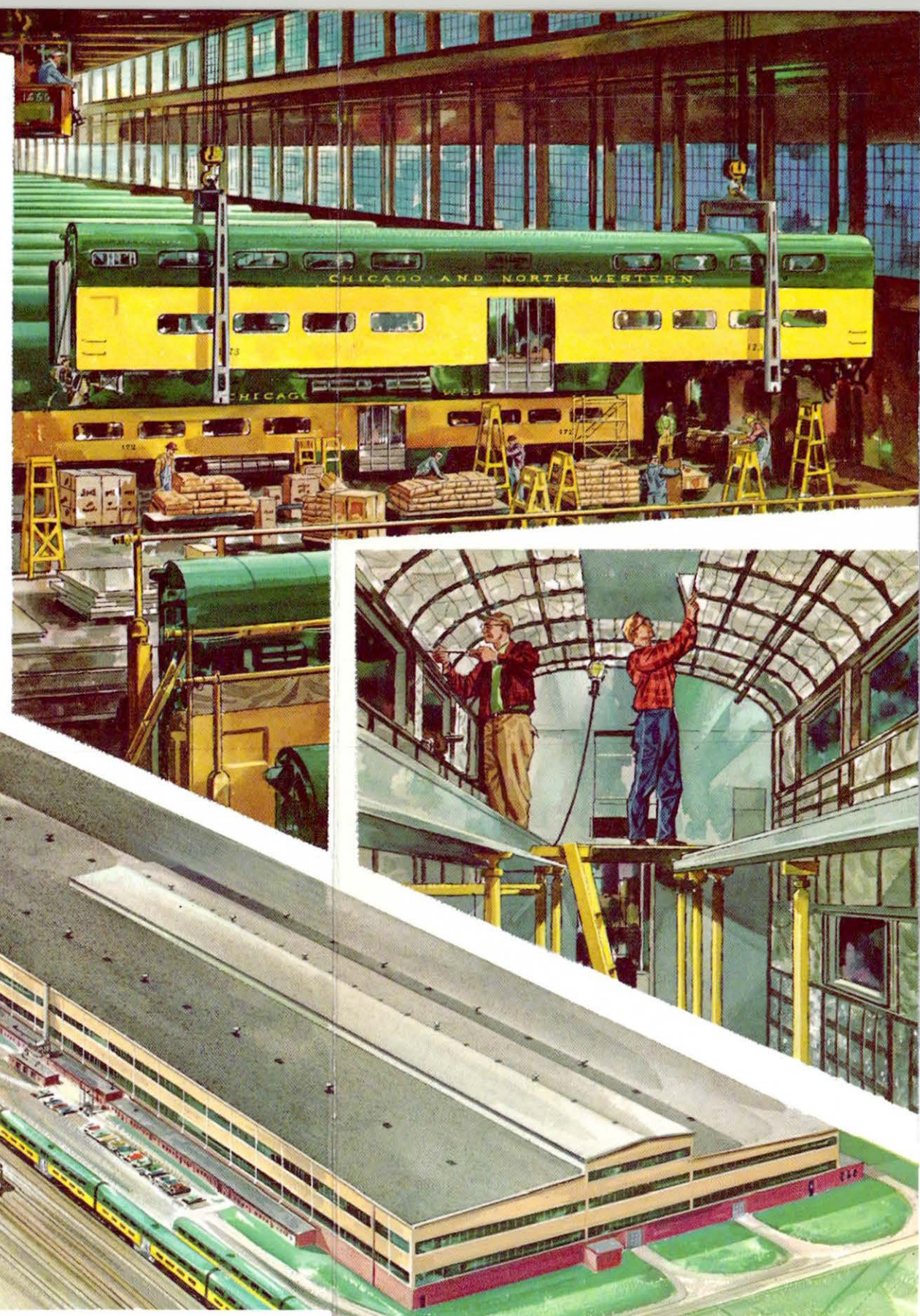

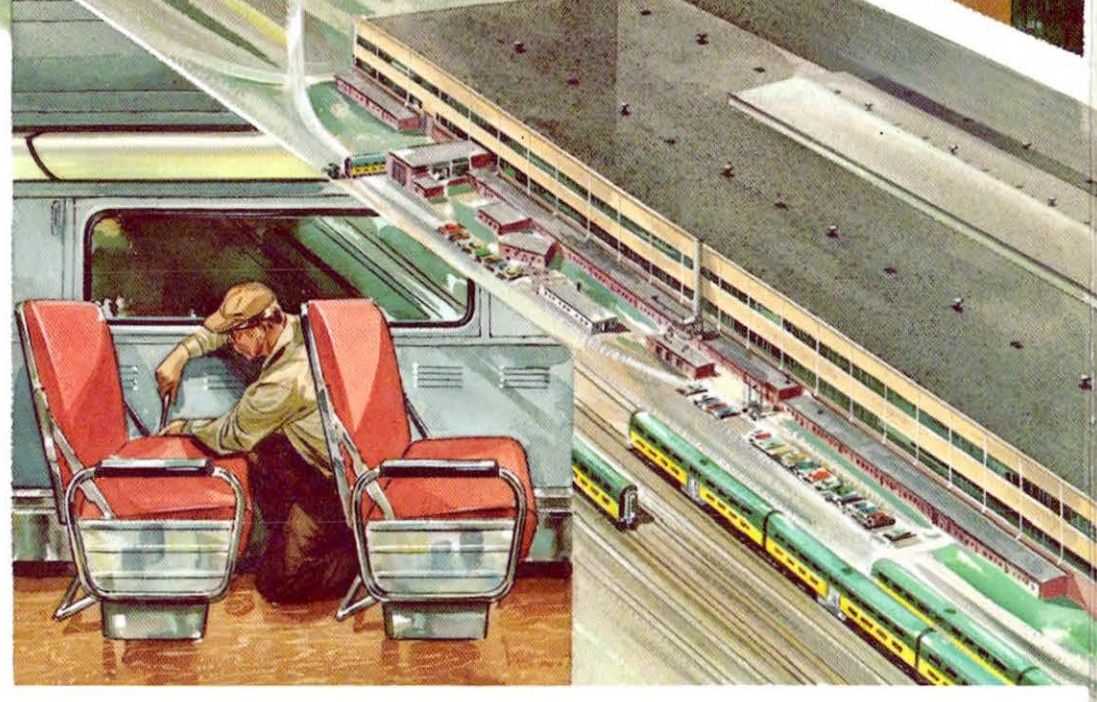

P-S

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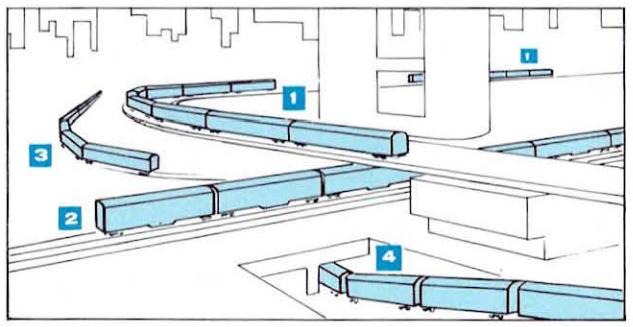
PULLMAN CAR WORKS

where versatility joins craftsmanship to fill the mass transportation needs of the future



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2. **BI-LEVEL,** bi-directional, diesel energized commuter train with cab car and trailer cars.
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To handle the population explosion. The city planners and transportation experts in major metropolitan centers are becoming increasingly aware that growing traffic congestion threatens to strangle city growth and impede suburban development. Modern, well-planned, mass transportation systems offer the obvious opportunity and most inexpensive means to surmount this problem.

All that is required is thorough appreciation of the problem, and encouragement: the mass transportation operators will supply the initiative. Pullman-Standard can provide the kinds of rail equipment, typified by the mass transportation equipment shown here, that will make economical, convenient, mass movement of passengers a practical and profitable reality.

No matter what the mass transportation situation, Pullman-Standard, the world's largest car builder, has the experience, the engineering ability and the production know-how to supply the proper rail equipment to meet any particular transit requirement.

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More Sales Promotion Aids?

This department, in a recent issue (RA, June 12, p. 15) raised the question "Why Not More Sales Promotion Aids?" Our correspondent, a railroad station agent, asked why there is not more sales material available to help promote rail traffic. Are there sales talks, he asked, that railroad men who are not directly employed in sales or traffic departments could memorize for use when the occasional opportunity they have to assist in a sale arises?

Here are replies from three readers—two of them railroaders, and one a railroad supplier. Let's hear from other readers who have had experience with this problem. What general sales methods are particularly suitable for railroad use?

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N. Y.

Who Is Getting Traffic?

To the Question and Answer Editor:

Your communication under the heading "Why not more sales promotion aids?" [RA, June 12, p. 15], comes from a railroad station agent who has studied sales courses and read many salesmanship books. Apparently no application has been made of what he gleaned from these courses. All he would have to use is the basic principles of salesmanship.

Has he tried to find out what is going on around him, who is handling the traffic of his particular town, and why? If he pursues this a little further he can develop what is being charged to move the traffic. A railroad station agent comes in contact with the public, usually on a very personal basis. All he has to do is apply himself and ask who is handling freight and why—is it for service reasons, rates, loss and damage, or any other reason?—and then endeavor to discover what can be done to regain this tonnage for his railroad.

Basically he has to ask:

- Who is handling the business?
- Why?
- What can I do to help to recover this?
- Handle with management for better service?
- Handle with management for cheaper rates?
- Handle with management to prevent loss and damage?
- Handle with management for special equipment?

Perhaps a plant is not shipping to certain areas. The agent should then ask what can he do to assist this firm in putting its products in his railroad's trade area, where benefits can be derived by both parties.

I cannot agree with him regarding the point that many traffic men are weak salesmen. There are some, but today a sales representative for transportation must have considerable knowledge and training. The matter of seniority is fast disappearing!

For anyone to endeavor to sell, whether it be railroad services or any materials, he himself must be a self-starter and eager to progress his efforts to be a salesman; he must apply himself.—*George J. Schmidt, district sales manager, Missouri Pacific.*

What Must Agent Know?

To the Question and Answer Editor:

In answer to the station agent's question, "Why not more sales promotion aids?" [RA, June 12, p. 15]:

It would be interesting to *read* sales talks that could be memorized and used by rail employees to secure business, [but] if canned speeches were the answer, another electronic brain could be employed [instead of an agent].

Salesmanship in transportation is based on knowledge of your company and your customer.

An agent must know his transit times, equipment, routings, gateways and officials upon whom to rely for specific information. He must know his customers, his product, raw materials, equipment needs, switching problems, rates and routes in a general sense.

Transportation cannot be sold by high pressure nor canned speeches. You must warrant a customer's business by moving his goods to suit his needs and assist in rates and routings, tracing, claims and any problem that confronts him.

Salesmanship books would be fine and should give one many points. Since we are not selling a product but selling service, I would recommend College of Advanced Traffic's four volumes on transportation and traffic management, "Industrial Traffic Management," by Morton, and "Practical Handbook of Industrial Traffic Management," by Colton and Ward. . . . These will also furnish a ready reference for many questions that arise in securing business.

A customer's margin of profit today is very dependent on transportation. . .

Any agent interested in the welfare of his customers will see his station prosper. His attitudes must be reflected by his switch crews and clerks. Never overlook the power of courtesy on the telephone.—*R. E. Rager, freight agent, New York Central.*

How Can Public Be Reached?

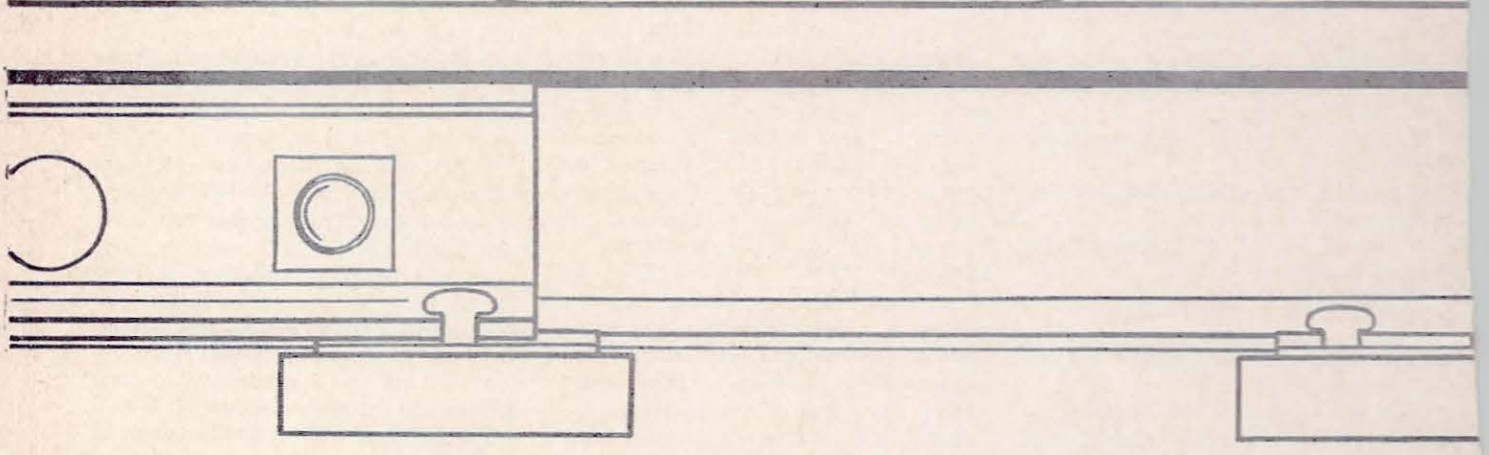
To the Question and Answer Editor:

Refering to the question "Why not more sales promotion aids?" [RA, June 12, p. 15], I would suggest the following:

- Stencil on every freight car some slogan promoting railroads, such as "Ship by Rail and be SURE," "We pay our own way," "This car reserved for your shipments," "You never pass a freight car on a busy highway," "There are no public subsidies for railroads" and many other types of messages that through repetitive viewing will implant on the traveling public the advantages of shipping by rail. . . .
- Have the traffic salesman bird-dog a company using trucks or barges, determine where the shipments are going, and then, with the facts, make an intelligent presentation to the shipper as to how railroads can serve him better.
- Have each traffic salesman dictate and sign a letter promoting some phase of his service to those accounts that he is not selling at least every month.
- Put signs in all stations (and any railroad property that the public would see), showing differences between railroad freight charges on a given product (each area would be different, depending on the products manufactured or crops grown) with rates of the competition, and stress that railroads pay their own way without any subsidies of public taxpayers' money.—*Robert E. Mann, president, Modern Supply Company.*

STOP HOTBOX DELAYS

that result from Incorrect Lubrication



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Sinclair Railroad Lubricants

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67 Railroads declare cold war on the hot box

67 railroads are spearheading the switch that's routing the hot box problem. They're going "Roller Freight"—solving the problem by eliminating the cause. The 67 railroads and 38 other freight car owners now have over 77,000 cars on Timken® tapered roller bearings in service or on order. Two out of three new cars ordered in 1960 were on roller bearings. And leading the way are Timken tapered roller bearings, the railroad bearing of proved performance.

With cars on Timken tapered roller bearings, freight trains can roll at high speeds, stick to schedules, give shippers better service than ever. Cars on Timken bearings are averaging more than a hundred million miles between car setouts caused by overheated bearings. That's because Timken bearings roll the load instead of sliding it.

Now's the time to make the switch. When all freight is "Roller Freight" the railroads will save an estimated $288,000,000 annually in operating and maintenance costs—about $144 per car—based on the Timken Company study, "The Use of Roller Bearings on Freight Cars—An Economic Study". And they'll be in a position to win more business with the best service ever. Write for information. The Timken Roller Bearing Company, Canton 6, Ohio.

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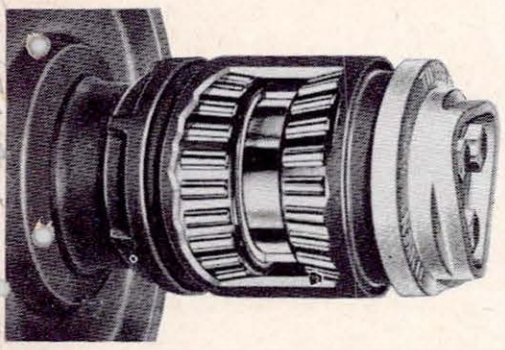

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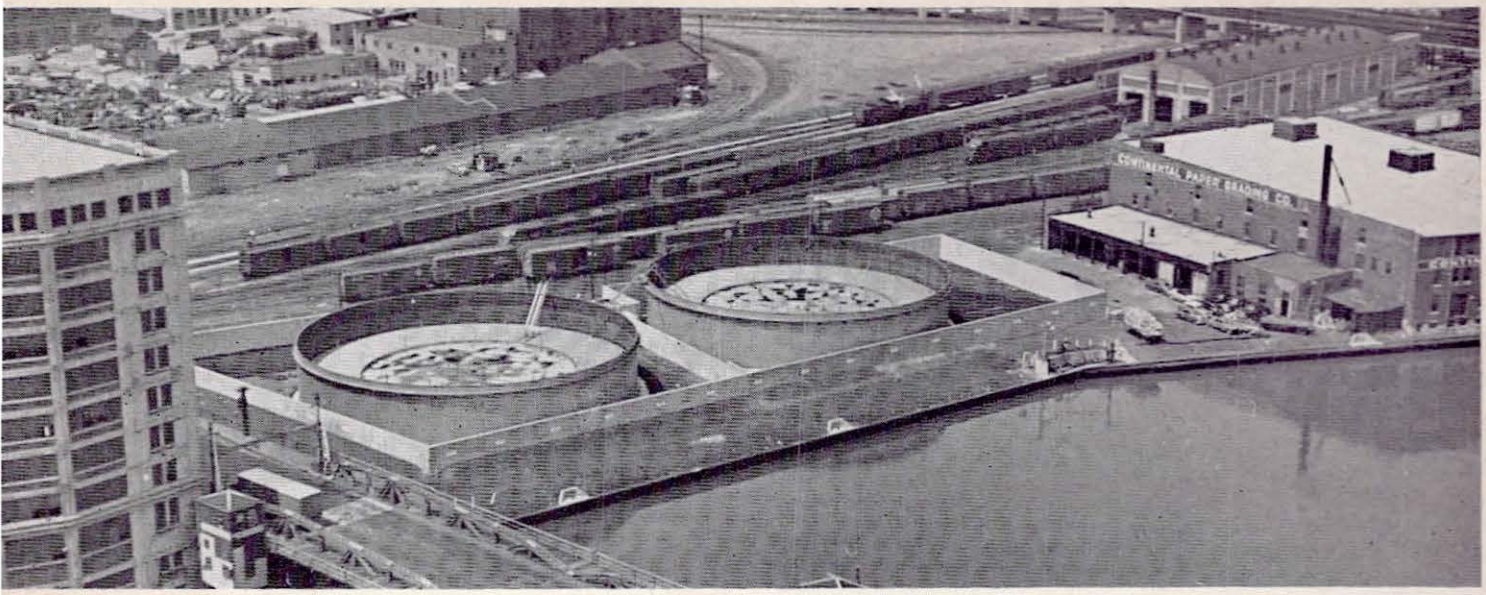
PACIFIC GREAT EASTERN RLY.



CHICAGO BULK PLANT (above) was first of five on PRR. The new storage facilities cost $2.7 million.

PRR Stores Fuel to Trim Costs

The Pennsylvania is moving ahead with a program to slash the costs of its diesel fuel. The road has completed a $2,700,000 construction program during which it installed fuel storage and distribution facilities at four important locations—Philadelphia, Pittsburgh, Cincinnati, and East St. Louis, Ill.

The program is designed to provide capacity sufficient for the railroad to purchase and store large amounts of diesel fuel at times when prices are most favorable. An average lower cost of only $0.0001 per gallon can save the Pennsylvania $25,000 annually. The PRR uses nearly 250 million gallons of diesel fuel a year.

Diesel fuel costs fluctuate particularly in cold-weather months when home heating needs compete for available oil supplies. G. E. Hargreaves, fuel purchasing agent of the PRR, says diesel fuel prices can vary as much as 2¢ per gallon during the winter.

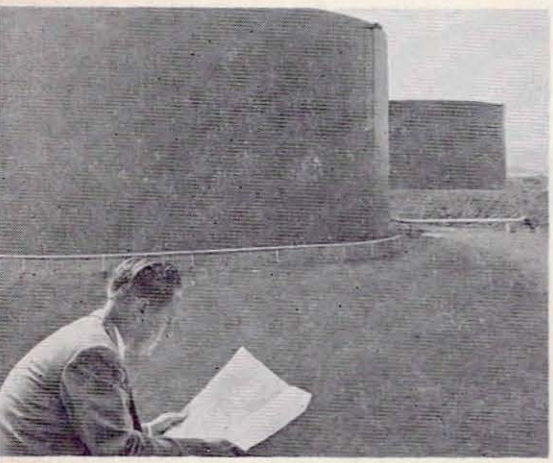
The three new storage tanks at Philadelphia have a combined capacity of 18 million gallons; the three tanks at Pittsburgh (Conway yard) hold 10 million gallons; the four tanks at Cincinnati hold 15 million gallons; and the two tanks at East St. Louis hold 8 million gallons.

The Pennsylvania undertook a small-scale storage program at Chicago in 1952. Two tanks, with combined capacity of almost 4½ million gallons, were placed in service. The carrier soon began to realize important savings from the Chicago facility and made plans for eventual expansion to other cities.

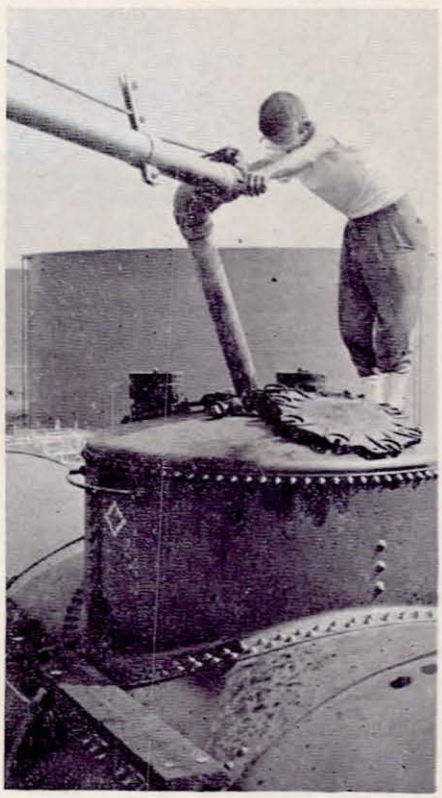
Based on the showing made by the Chicago terminal, the PRR expects to amortize the new investment in storage facilities and realize substantial operating savings "in a relatively short period of time."

From the storage points, the oil can be distributed over wide areas as it is needed. The PRR maintains an extensive distribution network for that purpose, including some 300 leased tank cars, transport trucks and special fueling trucks.

At many consuming points where PRR locomotives are re-fueled, automatic shut-off nozzles on fueling hoses have been installed. The special nozzles reduce spillage and also remove a safety hazard. The nozzles are similar to the devices widely used in gasoline stations. Once the fuel level inside the vehicle tank reaches a predetermined level, the flow of fuel into the tank is stopped automatically by the nozzles.



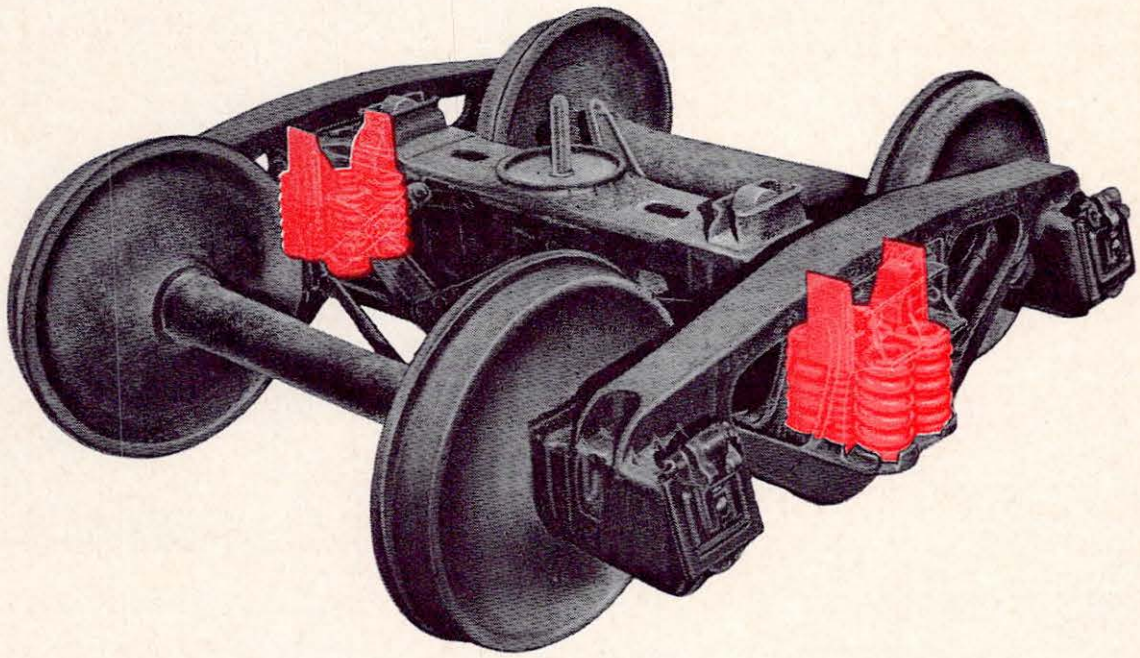
▲ ENGINEER studies blueprints against backdrop of new fuel storage tanks at Cincinnati. Four tanks here have capacity of 15 million gallons.



RAIL CARS are loaded with fuel from storage tanks for distribution to major consuming points. PRR has some 300 cars in this service. ▶

Over a Million BARBER Trucks are in Daily Service—

Thousands in Piggybacking



Passenger train speeds
and mileage are taken in stride
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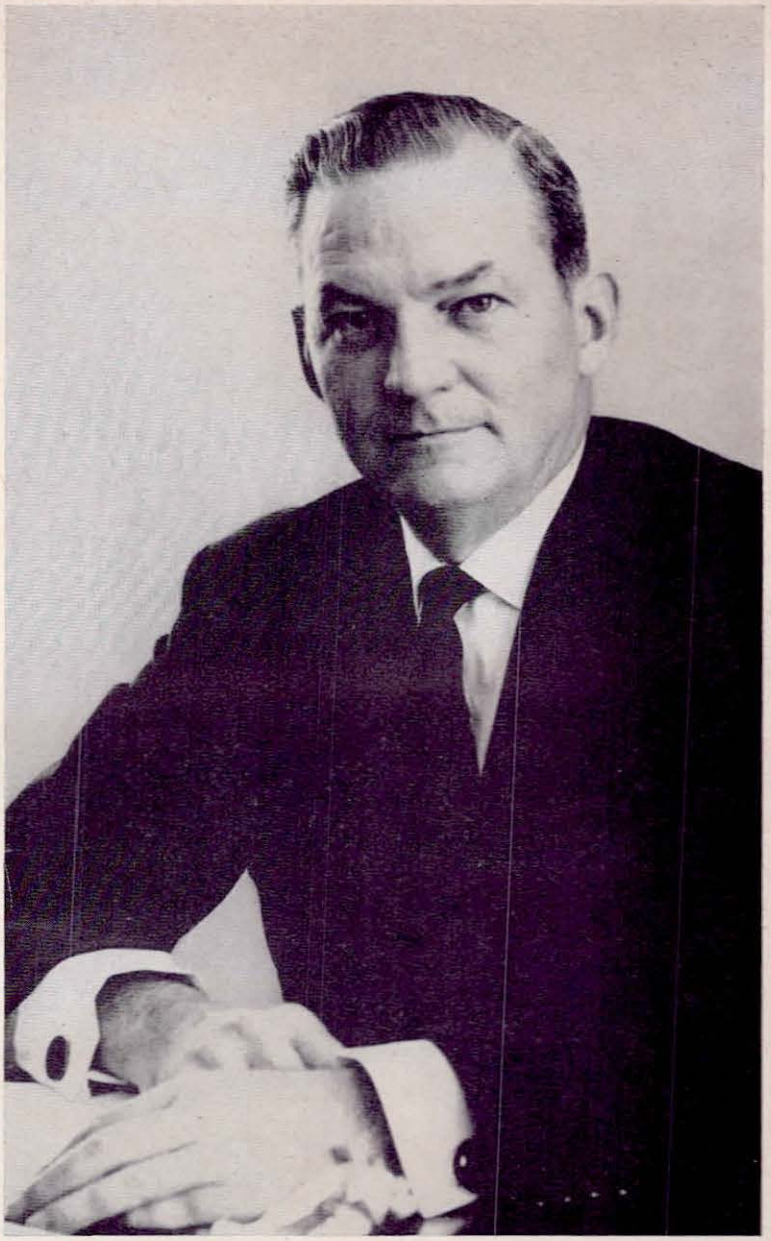

"When time is of the essence and yet it is necessary to be fully informed, the improved style of RAILWAY AGE is a boon to the busy railroad executive. The choice of editorial content and the manner in which it is presented is highly indicative of a thoughtful approach to the varied problems that face the industry. The magazine thus enhances its importance as a spokesman for the railroads both in its objective reporting and its editorial opinion."

R E Johnson

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Specialist R. J. Deceuster ...keeps Standard Wheel Truing Machines in trim with periodic checks

From Canada to South America, Standard experts like Joe Deceuster with 18 years in the railroad industry take a personal responsibility for a Standard Wheel Truing Machine—responsibility that lasts from manufacture through installation and the life of the equipment.

"Joe" knows each individual machine as if it were his own child. He keeps a record of its individualities and a history of its performance, and he often recommends preventive maintenance measures to keep this machine in operation.

Truly, there can't be anything square about a wheel. And the Standard Railway Equipment Wheel Truing Machine keeps wheels round and on rails most economically—and dependably.

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Milwaukee's

The Milwaukee is now operating the first dozen of the 40 air-conditioned, bi-level commuter coaches ordered from Budd Co. of Philadelphia last year at a cost of $7,000,000.

Since the modernized, push-pull commuter service was started on its lines north and west out of Chicago on June 19, (RA, June 26, pg. 58), the new equipment has supplanted older-type coaches on 14 daily suburban trains. When all 40 bi-levels are in operation, early in September, they will have replaced 65 older coaches and will be providing modernized commuter travel on about two-thirds of the Milwaukee's extensive Chicago suburban service.

Designed for Fast Turnaround

Push-pull service is designed to give locomotive-powered trains the flexibility and high availability characteristic of electric multiple-unit train operations. Either arrangement permits rapid turnaround and makes it easy to vary the lengths of trains.

The coaches Budd is currently turning out for the Milwaukee include eight 156-passenger cab control cars and 32 162-passenger trailer cars. Each cab control car is equipped with a locomotive-style cab and standard locomotive control station at one end of the gallery, or upper level.

All cab control and trailer cars are equipped with complete electric train lines like those used for controlling multiple-unit diesel locomotives. This makes it possible to transmit necessary control signals from a cab control car at one end of a train through the train to the diesel at the other end.

Standard Milwaukee operation will be to have a cab car on the Chicago, or inbound, end of each of its push-pull trains and a locomotive on the opposite, or outbound, end. Trains may also have intermediate cab cars within their consists. Shorter trains can be made available for non-peak hours by splitting a longer rush-hour train at an intermediate cab unit and leaving unneeded cars in the station.

Trains so equipped will never have to be moved out of Chicago's Union Station to switch the locomotive from one

◀ **BI-LEVEL SEATING** along with colorful interiors, high-intensity illumination and air conditioning are giving the Milwaukee Road's Chicago commuters new comfort.

New Cars Give More Flexibility

LOCOMOTIVE pulls on trips outbound from Chicago; train is controlled from cab in car at far end on inbound runs. Milwaukee Road suburban territory extends over two routes—one to Elgin, the other to Fox Lake.

end to the other. In addition, the high-capacity cars will reduce the number of car movements in the station and will release considerable trackage now used for suburban train storage.

Complete in September

Production of the current 40-car order, delivery of which started in May, will continue into September. Until the Milwaukee receives all of the 40 bi-level cars, they will be assembled into train sets which can replace existing trains on existing schedules.

The bi-level commuter-car design originated with Budd, which built 30 of these coaches for the Burlington in 1950. Since then, the Chicago & North Western and the Southern Pacific have also acquired bi-level equipment for their commuter operations. The CB&Q and CNW cars operate out of Chicago and the SP uses its cars on San Francisco area commuter runs.

Ready-to-run weight of the new 156-passenger stainless-steel Milwaukee cab car is 106,680 lb, or 685 lb per passenger. Weight of the 162-passenger stainless-steel trailer is 100,740 lb, or 640 lb per passenger.

Both types of cars have a standard Budd stainless-steel center sill extending between bolsters and terminating at each end in an arc-welded, carbon-steel end-underframe unit. Outer ends of each end underframe unit are welded to the car's end framing. The ends of the integral body bolster are welded to the side sills. Four stainless-steel cross-bearers are also welded to the channel-shaped side sills.

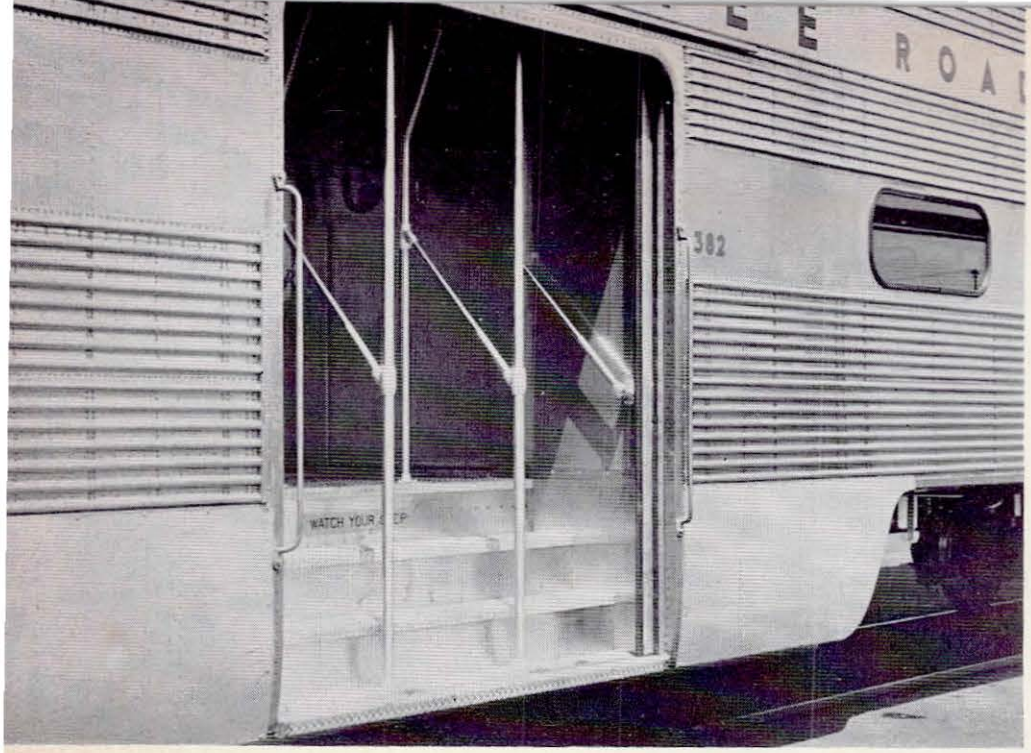
Topping the stainless-steel sub-floor in the passenger compartments are ½-in. plywood panels covered with Terraflex vinyl asbestos tile flooring. The sub-floor is sprayed with Flintkote and filled with 3 in. of glass fiber insulation laid between the floor Z members. The tile-covered gallery, or upper level, floors are 1-in. metal-faced plywood supported at the wall by continuous brackets attached to the side posts and at the aisles by longitudinal members extending from the stair wells to the car ends, which also form the passenger railings. The center-car vestibule floors and steps are formed of diamond-pattern stainless plates. Walls and ceiling of this area are also stainless steel. The stainless-steel structure is assembled primarily by the Budd Shotweld process of resistance welding.

The car's structure is designed as a modified plate girder. The sides, used as shear carrying members connecting the roof to the floor, also serve as the chord members. The main portion of the roof consists of corrugated stainless sheets welded to the top flanges of transverse Z-shaped stainless-steel carlines. Sides consist of corrugated and flat stainless-steel sheets welded to the vertical side posts.

Roofs, sides, and ends are insulated with 3-in. of fiber glass, ¾ lb per cu ft density. Interiors of the passenger compartments are lined with textured-vinyl-covered galvanized carbon steel. End

DIMENSIONS OF NEW MILWAUKEE COACHES

Coupled length, ft-in.	85 — 0
Distance between truck centers, ft-in.	59 — 6
Truck wheel base, ft-in.	8 — 6
Width of car, ft-in.:	
Inside clear	9 — 3
Over corrugations	9 — 11-1/8
Height, above top of running rail, ft-in.:	
Car body (max.)	15 — 9-1/2
To vestibule step	1 — 6-3/8
To main floor	3 — 3-13/16
To gallery floor	9 — 1-1/16



RAPID LOADING and unloading are made possible by broad center-entrance vestibules, wide steps, and remotely-controlled sliding side doors.

PARTIAL LIST OF SUPPLIERS

Trucks	LFM Mfg. Co., subsidiary of Rockwell Mfg. Co.
Truck springs	Crucible Steel Co. of America
Truck horizontal wear liner	Gatke
Truck sound-deadening pads	Fabreeka Products
Air brake equipment; truck brakes	Westinghouse Air Brake
Wheel and axle assembly	Standard Steel Works Div., Baldwin-Lima-Hamilton
Hand brake	Ellcon-National
Brake shoes	Railroad Friction Products
Journal bearings	Timken Roller Bearing
Draft gear	Waugh Equipment
Couplers and yokes	National Steel Castings
Equalizers	Canton Drop Forging & Mfg.
Shock absorbers	Monroe Auto Equipment
Locomotive controls	General Motors
Insulation	Johns-Manville Owens-Corning Fiberglas
Insulation (spray)—side door entrance pockets and floor	Flintkote
Floor covering	State Flooring
Sliding side sash (operator's station); diaphragms; luggage racks	Adams & Westlake
Coach seats	Heywood-Wakefield
Cab seats	Coach & Car Equipment
Seat covering	United States Rubber
Vinyl-coated steel	United States Steel
Plastic and metal covered plywood doors and interior panels	United States Plywood
Lavatories	Crane
Hoppers and hopper seats	Loeffelholtz
Light fixtures	Trans-Lite
Door operators	National Pneumatic
Glass	Libby-Owens-Ford Pittsburgh Plate Glass
Water cooler	Ajax-Consolidated
Air-conditioning equipment	Trane
Heating equipment	Vapor Heating
Filters	Farr
Jumpers and receptacles	Albert & J. M. Anderson Joy Manufacturing
Wire and cable	Anaconda Wire & Cable
Batteries	Electric Storage Battery
Lettering and numbering	Minnesota Mining & Mfg.
Warning lights	Mars Signal Light
Speed indicators	Barco Manufacturing
Sanding control circuits; bell ringers	Prime Manufacturing
Marker light receptacles	Pyle-National
Warning horns	Leslie

walls of the passenger compartments and the wainscoting, or side walls below the windows, on both levels, have an Alberta green vinyl finish. The pier panels between windows and the walls above are beige vinyl. Grouse gray tiles are used for aisle flooring, and Warbler green tiles make up the flooring under the seats.

Windows Have Tinted Glass

Windows, set in tan-colored molded plastic frames mounted in the car structure, are double-glazed units with graduated tinted glass, eliminating the need for shades. Exterior car doors are metal-faced plywood. Interior doors are faced on both sides with stainless steel. All cars have toilets, and the eight cab cars have water coolers.

On the lower level, passenger seats are of the double throwover type, with vinyl-plastic-covered, foam-rubber cushions mounted in chrome-plated tubing frames. The four upper level galleries have one-passenger flip-over seats adjacent to the car center stairways. The remainder of the seating in each gallery consists of longitudinally mounted, spring-loaded, theater-type seats. All seats have green backs and brown cushions.

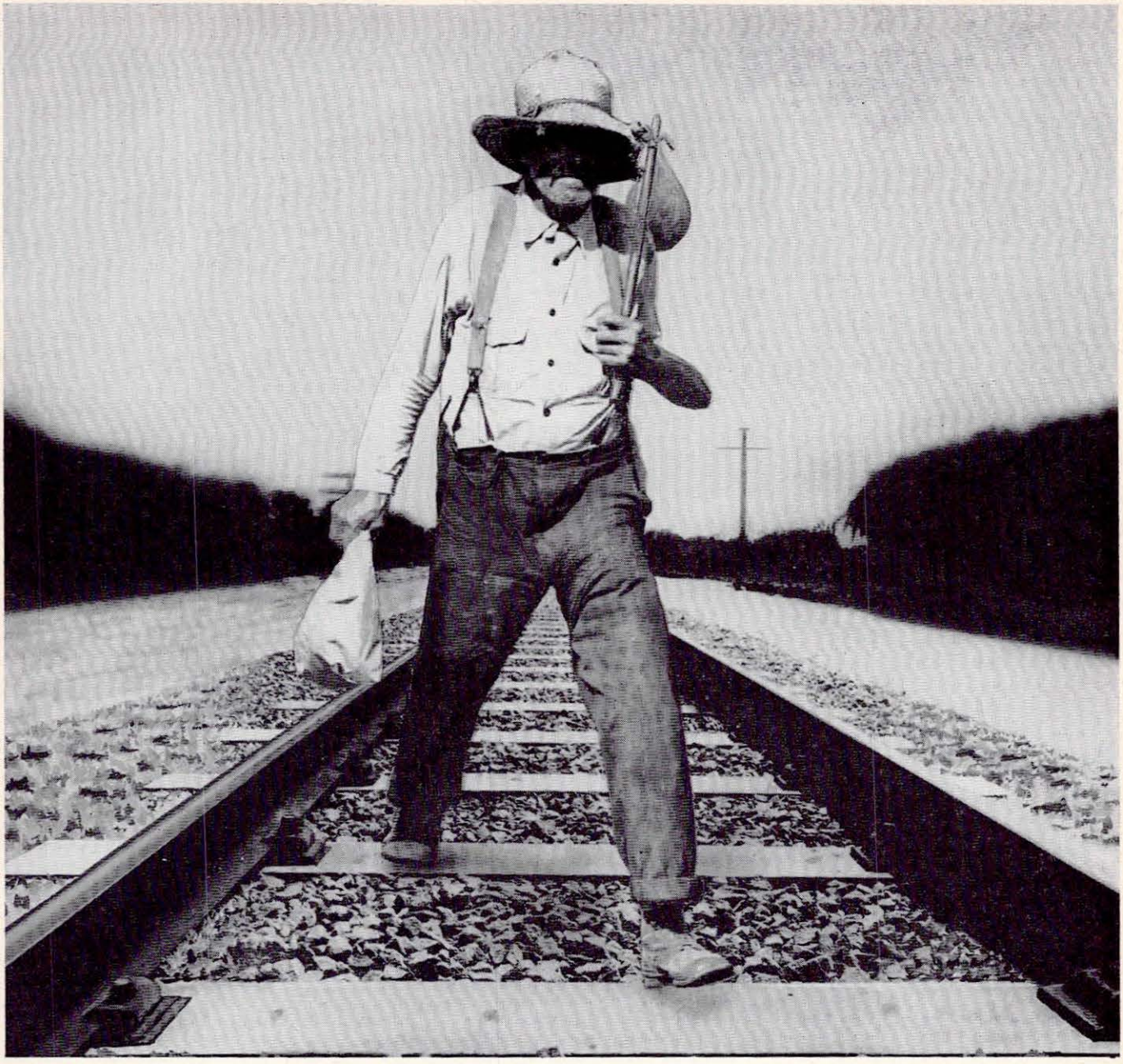
Air conditioning is provided by a pair of self-contained, electro-mechanical units mounted over the center vestibule. Each passenger compartment is cooled by one of the 8-ton, 2,400-cfm units. Air ducts for the lower level are formed by the raised platforms on which the upper level seats are mounted. Air is delivered to the upper level by a ceiling center duct running from the center vestibule to the end of the car. Branch ducts supply the lower level.

Electric Heating Throughout

There is also a Modulectric heating system, which assures winter comfort. There are separate heating systems for each end of the car. Each consists of controls, a 12-kw overhead electric heater adjacent to the evaporator coil in the air-conditioning unit for heating the circulated air, and floor heat elements totaling 12 kw which provide radiant and convective heat at floor level along the outer sides of the car. All heating is done electrically. A set of three thermostats and a temperature control panel are in each section of the car.

One thermostat controls the heating; one controls the cooling, and the third positions an air-inlet damper. By means of the damper, which provides accurate heat distribution, electric power is conserved. When the temperature in the car is above 65 deg F, the damper is open and 12 kw are made available to the

(*Continued on page 39*)



RAILROADS...

save steps...dollars, too...

Crossties of Prestressed Concrete

Crossties of prestressed concrete cut track costs, insure smoother rides, slice maintenance worries to the bone. Made by American Concrete Crosstie Company, Tampa, Florida, and prestressed with Roebling steel strand, concrete ties are spaced a long 30 inches apart... cut number of ties per mile to 2112 compared with 3250 previously required with wooden ties. Cost savings? Over $250 per track mile, according to the manufacturer.

That's not all! Prestressed concrete ties give trouble-free service over extra-long years of effective life... reduce maintenance worries and costs to an absolute minimum. Lateral and longitudinal stability are materially increased... a particularly important feature on curves.

These crossties are already giving satisfactory service on sections of track in use by several major U.S. railroads.

Concrete crossties are another fine example of how prestressed concrete cuts costs, insures longer life in a multitude of applications. And when it comes to prestressing, remember... for the finest in prestressing wire and strand, write or call Roebling's Construction Materials Division, Trenton 2, New Jersey.

ROEBLING Branch Offices in Principal Cities
John A. Roebling's Sons Division
The Colorado Fuel and Iron Corp.

Higher Payloads Proposed by

MECHANICAL DIVISION officers at opening of the "limited business meeting" June 28. Left to right: F. H. Stremmel, secretary; C. B. Rogers, assistant to secretary; Fred Peronto, executive vice-chairman; J. W. Hawthorne (chief mechanical officer, ACL) chairman, and J. A. Welsch (general superintendent motive power, IC), vice-chairman.

► **The Story at a Glance: Steps to increase freight car payloads, to assure more reliable freight train operation, and to reduce interline billing costs were taken by the AAR Mechanical Division in Chicago June 28-29, at a "Limited Annual Business Session." This was a meeting of the group's 15-member General Committee and chief mechanical officers of railroads not represented on the Committee. Recommendations are now being submitted by letter ballot to the car-owning AAR member roads and can become effective Jan. 1, 1962.**

Increasing the permissible payload of existing freight cars has been under consideration by the General Committees of both the Mechanical and the Operating — Transportation Divisions for some time. After considering the ability of car structures, trucks, and axles to operate satisfactorily under heavier loads, the Mechanical Division has proposed that there be an increase of 5% over the stencilled load limits of all freight cars.

The AAR Research Department reported that the higher loadings could be carried safely by present axles. Consideration has already been given to strengthened axle designs which would make possible loads 10% to 20% higher than present limits, and to imposing penalties for loading existing axles beyond the proposed 5%. No action has been taken to incorporate either of these into the forthcoming letter ballot item.

Action was also taken to ban cast iron wheels under all freight cars effective Jan. 1, 1968. The Mechanical Division for the past few years has attempted to improve the performance of these chilled iron wheels by imposing more stringent condemning limits and by prohibiting their use under covered hopper cars. None of the actions has proved effective in reducing wheel failures, many of which occur on relatively new wheels. The Division's Committee on Wheels and Axles initially proposed that no more such wheels be manufactured after 1963. The Division's General Committee subsequently expanded this proposal to prohibit their use in interchange after 1967.

The Division's General Committee reviewed the wheel requirements of American railroads and the manufacturing capacity of steel wheel plants in the U. S. and Canada before recommending the cast-iron-wheel ban for letter-ballot action. "There will be no danger of encountering wheel shortages at any time in connection with the program," it was reported.

Action has also been taken to authorize increased use of two-wear wrought steel and cast steel wheels. The Wheel and Axle Committee said the two-wear wheel is needed today for applications on roller bearing cars so that wheel life will "more nearly approximate bearing life."

So that it will be possible to use machine accounting for interline freight and passenger car repair bills, the Mechanical Division is altering many of its standardized car repair report and billing forms. Changes are also being made in procedures so that accounting machines can be used more efficiently and so that repair track record keeping can be simplified. While many changes are being submitted for vote now, it is reported the task force responsible for these changes is still engaged in reviewing the Code of Interchange.

To avoid the extra costs involved in individual tailoring of freight car components, the Committee on Freight and Passenger Car Construction has proposed standardization of side doors, sides, ends and roofs of conventional 50-ton general-purpose box cars. Specifications for these parts have been completed. A new limit on the widths of longer cars has also been prepared. So that there will not be excessive overhang of the centers and ends of these cars on curves, it is proposed to relate width to truck center distance for all cars having truck centers up to 75 ft.

Hydraulics Due in September

Increasing popularity of diesel hydraulic locomotives was reported by the Committee on Locomotives and Locomotive Fuels and Lubricants. Six 4,000-hp units for the Denver & Rio Grande Western and Southern Pacific are expected to be delivered in September. (Demonstration runs with the first of these Krauss-Maffei units were scheduled for last week on the Semmering line in Austria.) In addition to the American units, British Railways is acquiring 73 hydraulic - transmission units, all rated at 2,700-hp. Other high-horsepower units with 1,700-hp to

Mechanical Division Officers

3,000-hp ratings are already in service in Britain and Germany.

The committee also reported:

- Union Pacific expects to place the last of its 30 General Electric 8,500-hp gas-turbine-electric locomotives in service during July. During 1960 the road's ownership grew from 11 to 23 of these units. They averaged 10,477 miles per month; produced 10.9% of the road's freight gross ton miles. The 25 UP 4,500-hp gas turbines which have been in service for up to nine years averaged 6,552 miles per month in 1960 and produced 10.3% of the freight gross ton miles.
- The experimental 4,500-hp coal-fired gas-turbine-electric under construction by the Union Pacific is approximately half completed. Initial stationary testing, scheduled for late 1961, is to be followed by road tests at Cheyenne, Wyo.
- For the present, Electro-Motive will do no further work on free-piston locomotives, the Locomotive Committee reported. Two 2,400-hp French locomotives with free-piston gas generators have been placed in operation, making a total of three in service.

Roller-Bearing Cars Increase

The 98,593 freight cars equipped with roller bearings on March 31, 1961, represented an increase of 16,178 cars over the previous year's figure. Of these, 73,616 cars were railroad owned, 16,996 belonged to private car owners, and 7,981 were non-interchange cars.

The Committee on Journal Roller Bearings has recommended an improved key design which is to prevent roller bearings from coming out of the pedestal-type side frames during derailments. Because of the growing number of roller bearing cars in service, the Mechanical Division has tightened routine train yard inspection requirements and requires more thorough inspection of roller bearings and journals which have been overheated or have been involved in derailments.

The Committee on Lubrication of Cars and Locomotives and the AAR Research Center have continued their program for improving the performance of the solid-bearing journal assembly. The Research Center has been studying modification of the solid bearing, and has continued its investigation of journal stops, rear seals, and hardened journal bearing wedges. Numerous field inspections of trucks and bearing assemblies are being made by the Research group to determine conditions which produce excessive bearing wear and which cause hot boxes.

In collaboration with the Technical Advisory Committee for Railroad Journal Bearing Manufacturers, the Research Department has completed a high-speed film of three journal-bearing assemblies under impact conditions. These were the standard bearing, the flat back bearing and the standard bearing with journal stops. The high speed pictures show that the journal stop and flat back bearing assemblies have greater stability during impact.

The journal stop also continues to show "remarkable results" in prolonging the service obtained from bearings, dust guards, rear seals, and lubricators according to the Lubrication Committee which follows service tests of cars equipped with these devices.

The effectiveness of "friction reducing" additives for journal box oil is still under laboratory investigation. At the same time the laboratory is re-examining the corrosion inhibitors used in roller bearing greases. Extension of the mandatory relubrication periods for both roller bearings and the cartridge-type solid bearings are still under investigation. It is probable that the present 90-day relubrication for sleeve bearings can be extended to six months. Roller bearing relubrication at 36-month intervals is being studied.

The laboratory has completed impact tests on eleven AAR-approved standard-pocket draft gears, the Committee on Coupler and Draft Gears reported. It is intended to correlate the traditional drop-hammer draft gear test with performance under actual impact conditions, and to study relation of impact reaction forces on lading damage.

Another car test program has involved the 100-ton aluminum covered hopper car built by Magor Car Corp., utilizing aluminum from Reynolds Metals Co. Similar cars are now in service on the Southern. Three phases of an extensive program have been completed at the Research Center. These were static compression tests of the empty and the fully loaded car, and impact tests of the loaded car.

W. D. Dickie, chief of motive power and rolling stock of the Canadian Pacific, and E. F. Tuck, chief mechanical officer of the Frisco, were elected to the General Committee, succeeding E. Wynne, Canadian National, and L. R. Christy, Missouri Pacific. Preliminary plans for the 1962 annual meeting of the Mechanical Division call for it to be held in Chicago at the same time as the annual meeting of the Purchases and Stores Division. "If economic conditions are favorable," these sessions will be held the week of June 10, 1962.

MP Streamlines Sales Effort

Missouri Pacific's traffic department has been streamlined to permit more decision making at the regional level and more planning at the staff administrative level.

MP's Vice President-Traffic Harry L. Schaeffer, who announced the departmental reorganization in St. Louis recently, said the change was designed to provide a more complete and faster service to freight traffic accounts.

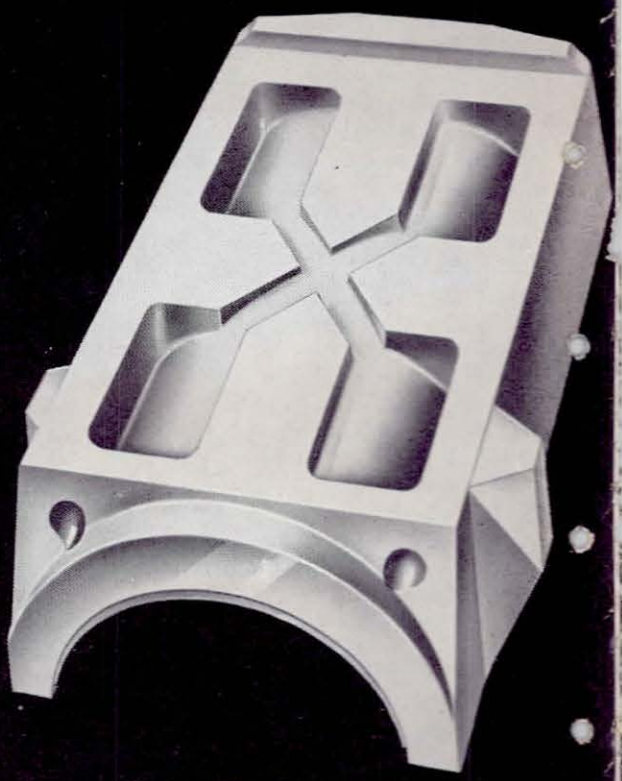
John M. Hrebec, formerly freight traffic manager-sales and service, has been promoted to the newly created post of executive sales manager. Mr. Hrebec's primary responsibility will be to maintain a close liaison with MP freight customers.

Eleven regional sales managers have been appointed from MP's corps of executive representatives, general agents, traffic managers and assistant traffic managers. In each region, district sales agencies have been established at major traffic cities. Harvey M. Johnson, Jr., assistant vice president-sales (formerly traffic), has jurisdiction over the regional sales managers, who are: O. W. Storck, Atlanta; H. W. Kasaling, Chicago; L. B. Bartlett, Denver; Charles Hofer, Detroit; George Brunner, New York; G. O. Oliver, Pittsburgh; H. W. A. Turner, Kansas City; W. J. Siering, San Francisco; G. J. Wilkes, Little Rock; C. A. Becker, St. Louis; E. J. Falk, Houston.

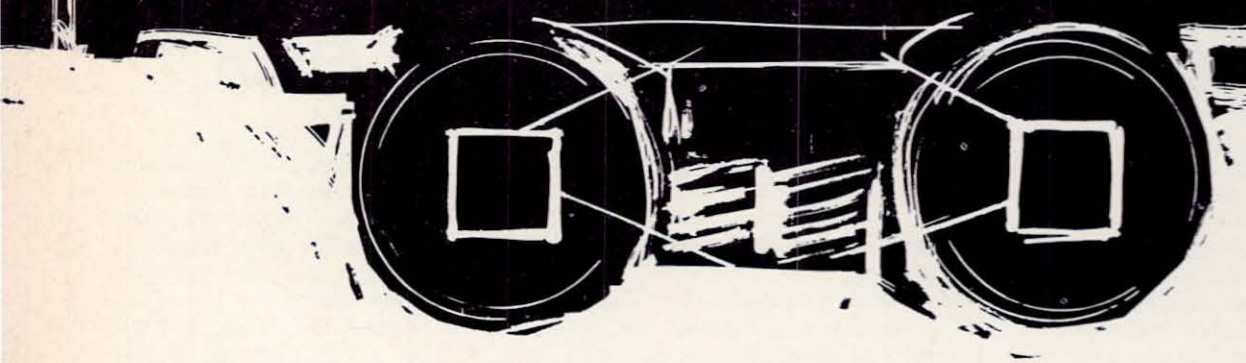
Because of the size and importance of the Houston region, three assistant regional sales managers have been named. They are: F. L. Evans, San Antonio; E. Sandstrom, Houston, and G. B. Riggan, New Orleans.

POSITIVE CONTROL

KEY TO BETTER JOURNAL BEARING PERFORMANCE

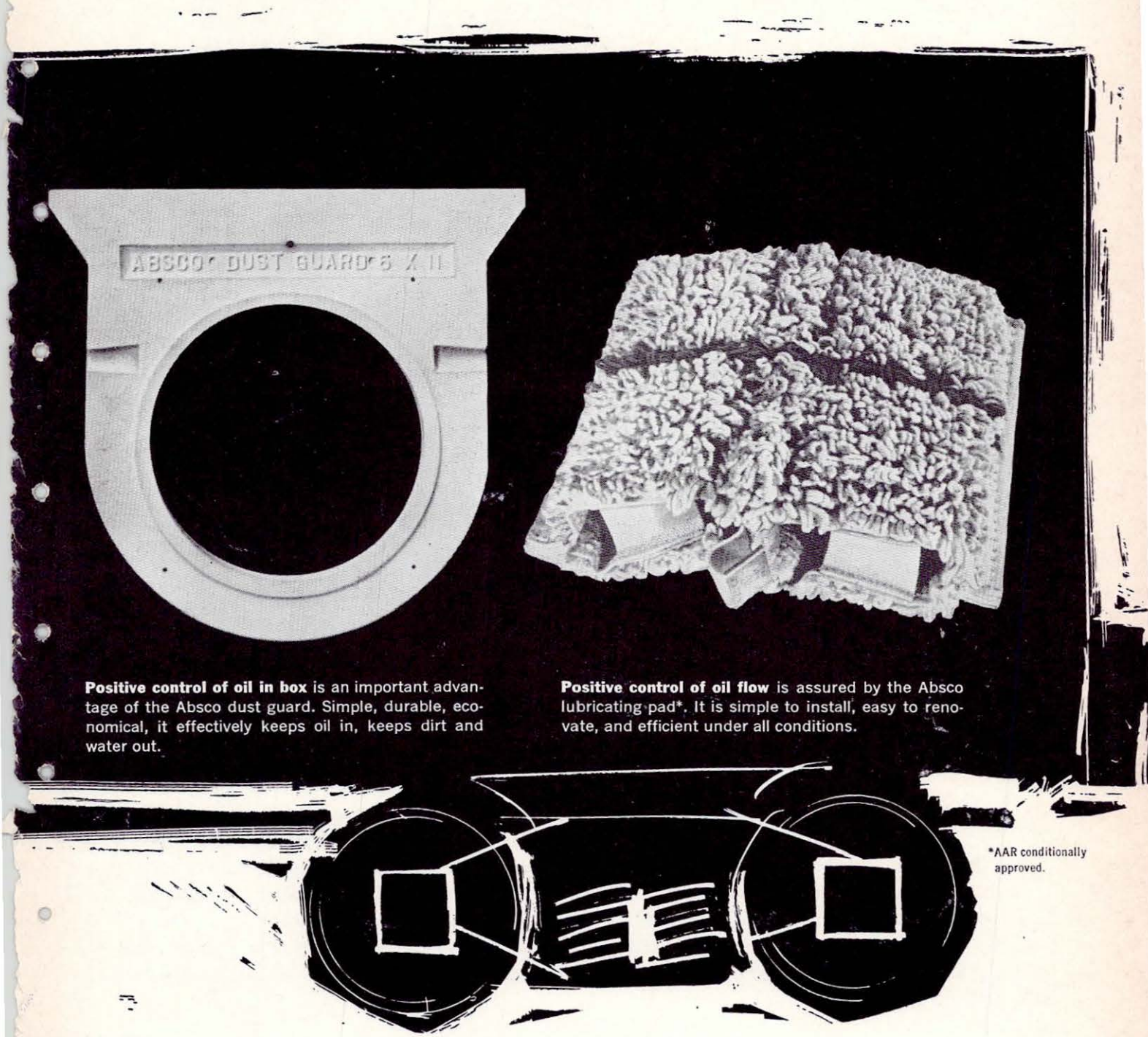


Positive control flatback bearing† achieves stabilized journal assembly without any alteration or modification of box. It has established an impressive record for longer life and fewer hot boxes.



†AAR approved for limited application for test in interchange service.

■ Dollar for dollar, this Absco positive control "package" appears to be the most efficient bearing assembly available. Applied to the average interchange car of today and tomorrow, it gives highest promise of upgrading bearing performance for the total fleet. ■ The key to this concept is positive control of journal and bearing motion, positive control of oil in the box, and positive control of oil flow to the journal. ■ To stabilize the axle, without the expense of journal stops and box modification, use Absco positive control flatback bearings. To keep oil in the box and foreign material out, install simple, inexpensive Absco dust guards. To feed sufficient quantities of oil to the journal, rely on Absco



Positive control of oil in box is an important advantage of the Absco dust guard. Simple, durable, economical, it effectively keeps oil in, keeps dirt and water out.

Positive control of oil flow is assured by the Absco lubricating pad*. It is simple to install, easy to renovate, and efficient under all conditions.

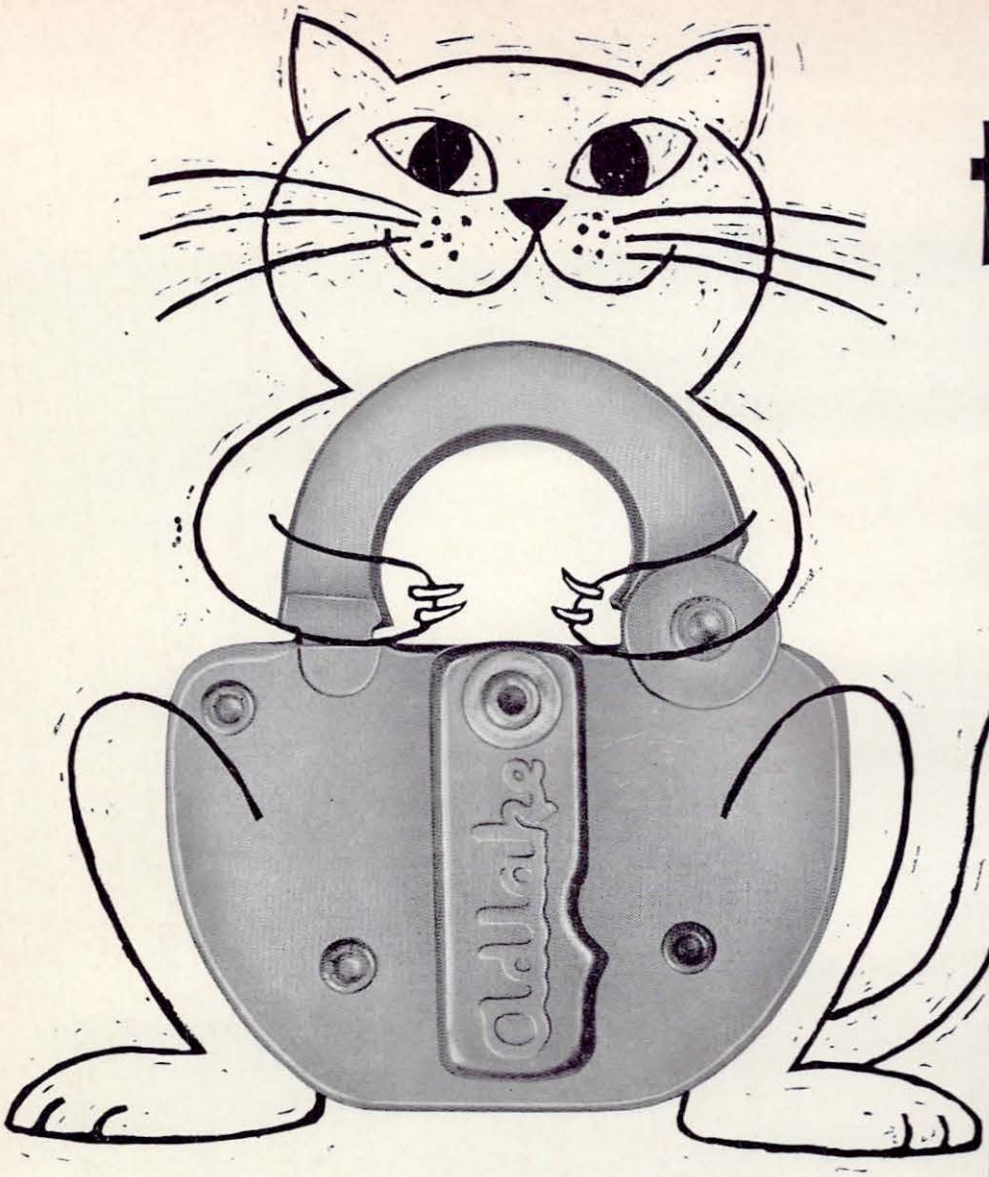
*AAR conditionally approved.

lubricating pads. ■ Singly and in combination, these bearing products are helping progressive railroads cut costs and improve services. Your American Brake Shoe representative will be glad to give you full details. American Brake Shoe Company, Railroad Products Division, 530 Fifth Avenue, New York 36, New York.

A-1896

AMERICAN Brake Shoe COMPANY

Quality products cut your ton-mile costs.



the lock with 9 lives!

A long, long life is carefully built into each Adlake Model 48 switch lock—now the standard on most of America's leading railroads. Heavy steel cases, springs and shackles resist abuse . . . are treated against corrosion. Heavy duty springs refuse to "set". . . lock keeps its powerful grip and A+ dependability. Shackle is held front and back by special locking arrangement. Interlocking tumblers make it impossible to open switch lock without proper key. Lock can be furnished with case and shackle made of brass. For full information on Adlake switch locks, as well as other specialty and hardware items, write or call The Adams & Westlake Company, or the offices listed below.

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Lets one man do the work of three!

The built-in hypocycloid gear is the power secret! Free to follow the eccentric crankshaft, but not free to rotate itself, it produces a 6:1 reduction ratio.

**Patent Pending*

NEW! Wine Power Geared* Discharge Gate

EVEN UNDER A 70-TON LOAD one man can open this new gate. Accurately machined mating surfaces provide bind-free operation and a tighter seal. No more sledging or car damage in attempts to open "frozen" hopper doors. Electric steel castings eliminate distortion.

PRECISION-MESHED GEARS without costly machining! Amazingly accurate shell molding process helps keep unit competitively priced despite *Power-Gear* feature. Rack-and-pinion principle assures parallel operation without side binding. All bearing surfaces are permanently lubricated.

COMPLETELY PREASSEMBLED for easy installation, ready for welding. No further fitting, no extra parts required during assembly of car. 13x24" opening fits most standard chutes. Interchangeable with most present gates; equipped with standard boot groove. Conforms to all recognized unloading devices. Now in service on six major railroads.

A TRIAL APPLICATION WILL CONVINCE YOU! Complete specifications and application data on request.

WINE
Railway Appliances

WINE Railway Appliances by UNITCAST CORPORATION • TOLEDO 9, OHIO

NH: Two Coaches a Week Get

FRESH PAINT, reupholstered and dyed seats, new window shades, plus any necessary body work and welding, brighten the interior of a 1934 New Haven coach fresh out of the road's new passenger-equipment-renovation program.

The New Haven, despite its financial troubles, is putting new life into its passenger-car fleet.

Some 100 New Haven coaches are being rehabilitated at the rate of two a week. Also, the road hopes to acquire 100 new commuter cars, partly through sale of equipment trust certificates and partly through leasing from the Port of New York Authority under New York State's commuter-aid program (RA, March 13, p. 6).

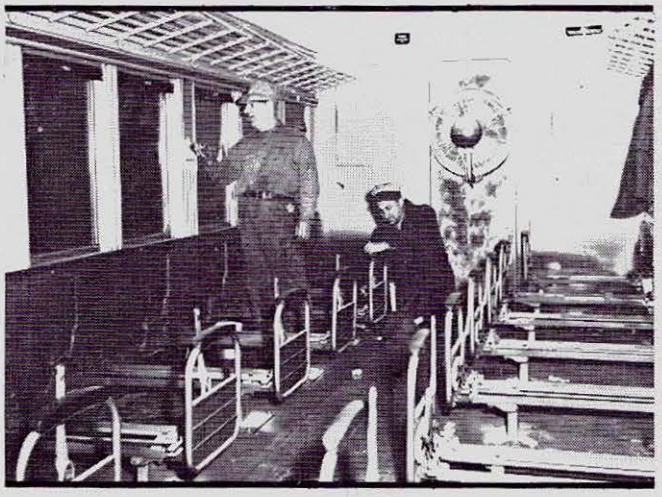
The passenger-car-improvement program is costing the New Haven about $2,000 a car. As signs prominently displayed in each renovated car point out, tax relief granted in the states through which the New Haven runs has made it possible for the hard-pressed road to undertake the program.

Cars in the program—mostly the 8200 and 8300 series of coaches built in 1934 and 1938—are brought to New Haven, where a section of the passenger yard, plus some additional space in the shops, is set aside as repair tracks. Electrical and upholstery shops have been set up in an old RPO car and an old parlor car, respectively. Seventeen passenger maintenance men have been brought back from furlough for the program.

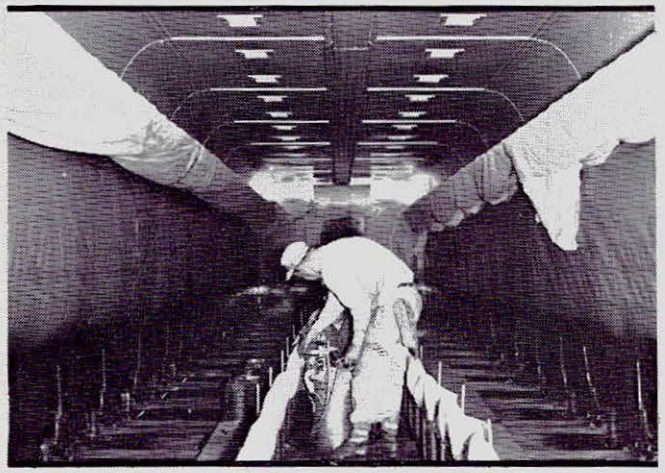
Interiors are completely refurbished; exteriors get a good washing, fresh paint for the trucks, plus minor truck repairs.

Fresh Look in Car Program

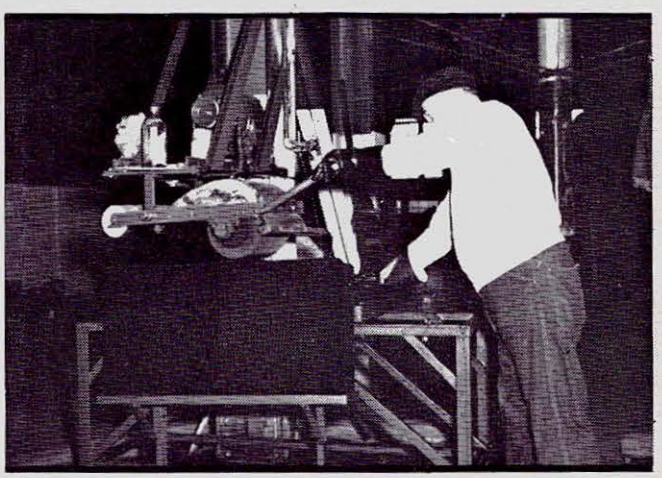
BEFORE RENOVATION, a typical car has cracked panes, peeling paint, torn seats and broken shades.



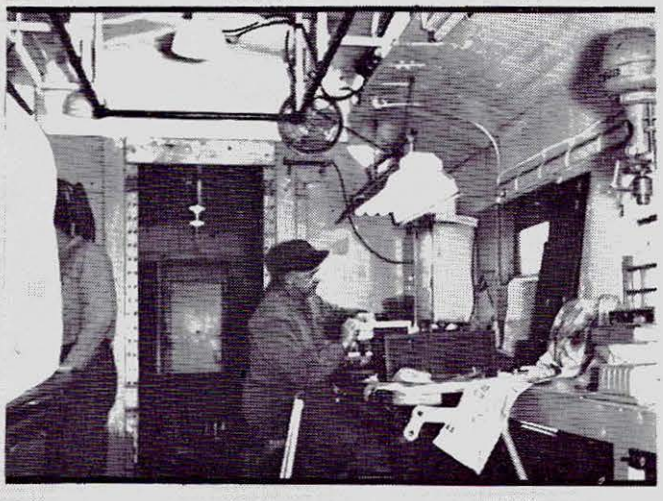
PAINTER AND CARPENTER go to work on the interior after seats have been removed for repairs.



LARGE SURFACES are spray-painted after windows, racks, armrests and floor have been masked off.



CUSHIONS ARE SCRUBBED after dye bath. Vats are located in a corner of New Haven heating plant.



ELECTRICAL SHOP is set up in an old RPO car on rip track adjacent to cars being processed in program.

IN CHARGE are Asst. Mech. Supt.—Car Maintenance Joseph M. Quinn (left) and General Foreman William McLelland.

PEOPLE IN THE NEWS

AMERICAN REFRIGERATOR TRANSIT CO.—W. Arthur Pope appointed mechanical superintendent, succeeding **Raymond G. Setzekorn**, retired (RA, July 3, p. 33).

BURLINGTON.—J. C. Grisinger, who has been on special assignment with the AAR (RA, Mar. 27, p. 58), has resumed as superintendent, Lincoln, Neb. **A. R. MacDonald**, acting superintendent, Lincoln, named superintendent, McCook division, McCook, Neb., to succeed **W. S. Johnston**, named assistant to the vice president of the operating department, Chicago. Mr. Johnston replaces **E. D. Harville**, promoted to assistant general superintendent of transportation, Chicago.

Harry R. Duncan, superintendent of the tie and timber preservation plant, Galesburg, Ill., retired June 30. **C. S. Morton**, assistant superintendent of the Galesburg facility, replaces Mr. Duncan.

CANADIAN NATIONAL.—R. J. Payne, assistant superintendent equipment, Montreal area, appointed assistant general superintendent equipment, succeeding **S. G. Daniel**, promoted. **A. A. Audet**, assistant superintendent, Champlain area, named operations manager. **C. Emile Couture**, general passenger agent, named assistant manager, passenger promotion; **C. D. J. Hamilton**, chief clerk, convention and special traffic bureau, appointed supervisor of tours; and **Kenneth H. LeClair**, assistant manager, tariff and ticket bureau, named technical sales officer.

CANADIAN PACIFIC.—J. J. Raby appointed superintendent, motive power and rolling stock, Prairie region, Winnipeg, succeeding **T. F. Donald**, retired (RA, June 26, p. 66).

J. P. Yafcak named foreign freight agent at New York, succeeding **Bruce A. Scott**, who has been appointed foreign freight agent at Montreal.

CHESAPEAKE & OHIO.—E. D. Wilkes named industrial analyst at Huntington, W. Va.

ERIE-LACKAWANNA. — George Pettersen appointed division sales manager, Elmira, N. Y., succeeding **Harold J. Spindler**, retired (RA, July 3, p. 33). **Vinton H. Mayfield** and **Andrew G. Scott**, sales representatives in the Canton, Ohio, and New York City areas, respectively, both retired June 30.

FRISCO.—E. G. Baker, vice president, executive department, retired June 30.

John M. Sachen, assistant district manager-sales, St. Louis, named district manager-sales there.

E. R. Tyler named general diesel and air brake supervisor, Springfield, Mo., replacing **A. M. Malmgren**, who retired June 30.

GREAT NORTHERN.—Clifford H. Boltman, assistant freight claim agent, appointed general freight claim agent, succeeding **John T. McManmon**, who retired July 1.

HARBOR BELT LINE.—W. E. Eastman named general manager, succeeding **A. G. Perkins**, who has retired.

MISSOURI PACIFIC.—Howard C. Westbrook, district sales manager, San Francisco, named assistant district sales manager, Los Angeles, succeeding **S. O. Selder**, retired. **John D. Tompkins** succeeds Mr. Westbrook. The following appointed district sales managers: **George B. Elliott**, Boston, **Mario V. Fattori**, Galveston, Tex., **William U. Fuller**, Austin, Tex., **Raymond A. Martin**, Pueblo, Colo., succeeding respectively, **Harold A. Budreau**, **Homer L. Durham**, **Hugo J. Holzmann**, and **Oscar L. Strieby**, retired. **Wayne K. Lamb** named district sales manager, Cincinnati, replacing **Donald W. Jordan**. **Herbert E. Barrett**, district freight and passenger agent, Jacksonville, Fla., retired June 30.

L. P. Brock and **H. E. Marler** appointed district storekeepers, replacing respectively, **R. D. Resch** at St. Louis and **F. G. Dierkens** at Kansas City, Mo. Messrs. Resch and Dierkens assigned other duties.

NICKEL PLATE.—Retired June 30: **Eugene M. Smith**, vice president-law, who will continue as a director of the railroad; **Herbert A. Eberhart**, freight traffic manager; **N. E. Goldenbogen**, coal traffic manager; and **Leon G. Mosher**, assistant director of personnel.

NORTHERN PACIFIC.—A. P. Kimmel, general freight agent, Seattle, appointed assistant western freight traffic manager there, succeeding **C. E. Fulton**, who retired July 1. Mr. Kimmel's successor is **C. E. Moehring**, assistant general freight and passenger agent, Tacoma, Wash., who in turn is succeeded by **C. J. Ryan**, general agent, Spokane, Wash. **W. J. Riddell**, general agent, Vancouver, B. C., replaces Mr. Ryan, and in turn is succeeded by **J. N. Channing**, traveling freight and passenger agent, Winnipeg, Man. **K. R. Rue**, commercial agent, Edmonton, Alta., appointed general agent there.

R. W. Spannring, assistant mechanical supervisor, St. Paul, named system diesel supervisor, Livingston, Mont., replacing **W. W. Simpson**, who retired July 1.

REA EXPRESS.—Joseph D. Tucker, general agent at St. Louis, appointed superintendent, St. Louis division. **Kenneth E. Paul** named superintendent, Philadelphia Division, succeeding **Hugh Graef**, who has been transferred to headquarters in New York. **James J. Callan**, superintendent, New York City Terminal Division, appointed superintendent, Ohio Division, with headquarters in Cincinnati. **Francis T. Halligan** named general manager, New York City Divisions, succeeding **F. J. Fagan**, who has been transferred. **O. R. Ethier**, general agent at Boston, appointed superintendent, New York City Office Division.

ROCK ISLAND.—John H. Gilfillan, superintendent of terminals, Kansas City, Kan., named manager, freight claims and freight claim prevention, Chicago.

RUTLAND.—Richard M. Toohey, district sales representative, eastern region, New York City, appointed district sales manager with headquarters in Toledo, Ohio, effective July 1. Mr. Toohey succeeds **John D. Lewis**, promoted (RA, July 3, p. 33).

ST. LOUIS SOUTHWESTERN.—S. D. Swann, assistant general freight agent, appointed general freight agent, Dallas, and his former position abolished. **I. L. Cameron** named general agent, Dallas. **G. R. Gregory** named general agent, Fort Worth, succeeding **H. T. Culp**, assistant general freight agent, retired. Mr. Culp's former position abolished.

SANTA FE.—J. F. Kanive named master mechanic, Kansas City and Eastern divisions, Argentine, Kan., succeeding **H. N. Chastain**, promoted.

SEABOARD.—F. W. Whitaker, Jr., named superintendent of station operations with headquarters in Jacksonville, Fla. Mr. Whitaker succeeds **J. A. Shea**, who retired June 30. **C. M. York**, assistant freight traffic manager, Macon, Ga., also retired June 30.

SOUTHERN.—Lawson G. Tolleson, director of labor relations, succeeded **Fred A. Burroughs**, as assistant vice president in charge of labor relations on July 1. Mr. Burroughs retired.

TEXAS & NEW ORLEANS.—T. E. Martin named purchasing agent, Houston, in addition to his duties as purchasing agent and manager of stores for SP's Cotton Belt Lines.

OBITUARY

Fred J. Voss, 56, president of the **Duluth, Missabe & Iron Range**, died July 3 of a heart attack. Mr. Voss joined the DM&IR in 1926.

Supply Trade

The **Wine Railway Appliance Division of Unitcast Corp.** has appointed **Modern Supply Co., Robert E. Mann** and **Earle A. Mann**, as agents.

The manufacturing facilities of Bird Self-sealing Tie Pads were moved on May 1 from East Walpole, Mass., to Myricks, Mass. All communications should be addressed to **Bird Tie Pads, Inc.**, P.O. Box 909, Taunton, Mass.

Warren A. Logelin, formerly vice president in charge of public relations and advertising, **Fairbanks, Morse & Co.**, has been appointed director of public relations and advertising, **American Steel Foundries**.

Robert J. Drewniak elected president, **Apex Railway Products Co. Norman F. Woods** has been elected executive vice president, and **Onnette F. Gallarneau**, executive secretary-treasurer.

H. P. Kelker of **W. E. Day Company**, San Francisco, and **M. W. Wolfe** of **Wolfe Equipment Company**, St. Louis, have been named by **Railway Service and Supply Corp.** as distributors of the Utility and the Optimum journal lubricators.

A. C. Grant, general sales manager of **Buck Equipment Corp.**, has been named vice president in charge of sales.

An agreement reached June 13 between the **Canadian Fairbanks-Morse Co. Ltd.**, of Montreal, and **Fairbanks, Morse & Co., Chicago**, returns to the American company the ownership and use in Canada of the Fairbanks, Morse name and trademarks. **Canadian Locomotive Co.**, subsidiary of Fairbanks, Morse of Chicago with a minority interest publicly held by Canadian citizens, will now become the basic distributor in Canada of Fairbanks-Morse pumps, scales, and motor products and will market them in that country under the Fairbanks, Morse name. Canadian Fairbanks-Morse is taking the legal steps necessary to effect a change in its corporate name.

Metalurgica Peruana S. A. on June 9 announced that negotiations had been concluded with **National Malleable & Steel Castings Co.** (now **National Castings Co.**) providing for technical and engineering assistance by National in the construction of a modern foundry near Lima, Peru, for iron, steel and non-ferrous metal castings.

NEW MILWAUKEE CARS

(*Continued from page 28*)

overhead heater and 4 kw to the floor heat.

If the car temperature is below 65 deg F, the damper is closed and the 4 kw is switched to the overhead duct and 12 kw to the floor heat.

There is a 50-deg exterior thermostat for anti-freeze protection. The outside thermostat automatically controls anti-freeze equipment in the toilets and the door-track heaters. The strip heaters in the foot of the door jamb provide smooth operation of the doors in the coldest weather, eliminating snow or ice before they can interfere with door operation.

Upper and lower levels of the cars are illuminated by continuous fluorescent fixtures on the sides of the ceilings. Lighting in vestibules, toilets and cabs is provided by incandescent fixtures. All main lighting operates on 120-volt a-c. There are battery powered, 32-volt, d-c emergency lights in some fixtures.

Power Is from the Head-End

Electric power for air conditioning, heating, lighting, car controls, and battery charging is supplied by three-phase, 480-volt, 60-cycle, a-c trainlines running through all the cars from an alternator on the locomotive. A transformer supplies 120-volt a-c for lighting and door controls. Each car has a 93 amp-hr, 32-volt, lead acid battery mounted under a gallery stairway and charged through a rectifier.

The 64-volt, d-c locomotive controls are powered through the 27-conductor traction control trainline.

All vestibule side doors can be pneumatically operated from any one of the vestibule control stations on the train.

The four-wheel trucks are of the single-equalizer, inside swing-hanger type, equipped throughout with coil springs. Each truck has longitudinal bolster anchor rods and a pair of hydraulic shock absorbers which damp vertical bolster motion. Trucks have 6- by 11-in. roller bearings and 33-in. multiple-wear wrought-steel wheels. There is an individual tread-brake unit with composition shoe on each wheel.

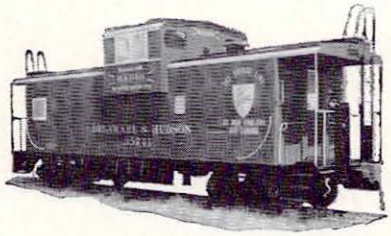
Diesel-traction equipment on the eight cab cars includes a standard GM locomotive controller, standard 26-C cab air-brake equipment, and controls for air horn, bell, windshield wiper, headlights, sanders, and other equipment. The cab end of each cab car is fitted with a headlight, an oscillating-type red rear warning light, a body-mounted pilot, a two-chime horn, a bell, and electrically heated windshields.

WE AREN'T AFRAID TO STICK OUR NECKS OUT ON THIS ONE

INTERNATIONAL Cabooses

SHAVE MAINTENANCE COSTS TO THE MINIMUM

It's a fact and many railroads have proved it. International Cabooses will outlast and outperform all others in terms of maintenance minimums. On top of this, they offer exclusive features contributing to greater crew safety and comfort. There is one big reason why. They are planned, engineered and built by caboose specialists. Want the details? Write International Car Division, 2485 Walden Avenue, Buffalo 25, N. Y.



INTERNATIONAL CAR DIVISION

A Subsidiary of Ryder System, Inc.

Six RRs Win National Safety Awards

The National Safety Council has named six Class 1 railroads as group winners of the 1960 Railroad Employees' National Safety Award.

The railroads whose employees maintained the low casualty rate (number of employees killed or injured per million man-hours worked) are:

Union Pacific, winner in the group working 40 million man-hours or more with a casualty rate of 2.61.

Norfolk & Western, winner in the 17-40 million man-hours group with a casualty rate of 4.13.

Duluth, Missabe & Iron Range, first place in the 5-17 million man-hours group with a 1.60 rate.

Colorado & Southern, tops in the 2-5 million man-hours group with a 4.67 rate.

Duluth, Winnipeg & Pacific, first in the 1-2 million man-hours group with a 2.83 rate.

Texas Mexican Railway, winner in the group whose employees worked less than a million man-hours. Its rate was 1.46.

In addition to the six Class 1 railroads honored, the National Safety Council also cited Pullman Co.'s operations in the Eastern Region and at its Calumet shops.

Winners of the 1960 award among switching and terminal railroads are Chicago & Western Indiana, whose employees maintained a 5.08 casualty rate while working more than one and a half million man-hours and the Philadelphia, Bethlehem & New England, whose employees worked less than one and a half million man-hours with a 3.33 casualty rate. No employee fatalities were recorded by either of the switching-road award winners during 1960.

PROTECTION
for LADING and CAR

NEW!
TAYLOR
STANDARD
Liquid Spring Shok

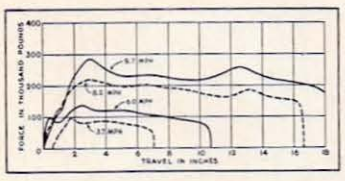
Originally designed for railroad cars, this now standard Taylor Spring Shok using liquid compressibility, *eliminates costly impact damages* to lading from impact velocities up to 12 miles per hour.

Energy absorption is proportional to energy input, protecting both lading and car.

ONLY TAYLOR LIQUID SPRING SHOKS PROVIDE ALL THESE ADVANTAGES

• Operate in all temperatures and attitudes • Pressure, energy or velocity responsive • Produce predictable shock curves • Provide maximum energy absorption at minimum stroke • Simply installed • Minimum maintenance—with only standard grease gun • Uses no gas—only single-purpose liquid • STANDARD MODELS—VOLUME PRODUCTION—LOW COST—EXPERIENCE-PROVED by many thousands used in Aircraft, Machine Tools and Tooling.

Photograph shows relative size of Taylor Model L177232-36 Liquid Spring Shok.



Write for FREE Handbook on Standard Models

TAYLOR DEVICES, Inc.
Specialists in Compressible Material Devices

220 MICHIGAN AVE., NORTH TONAWANDA, N. Y.
(On Tonawanda Island in the Niagara River)

Pat. Nos. 2,873,933; 2,909,368 and pending U. S. and Foreign

Commuter-Aid Provisions Included in Housing Act

The recently-enacted Housing Act has a provision whereby state and local agencies may obtain loans for facilities and equipment for mass transportation in urban areas. Loans aggregating $50 million may be made under the provision, which also stipulates that the lending authority shall expire Dec. 31, 1962.

There are also in the act other provisions relating to mass transportation. A Congressional report on the act explained them as follows:

"Grants for mass transportation demonstration projects will be authorized, to be made out of the funds available for urban renewal grants, in a total amount of not more than $25 million. Planning grants under section 701 of the Housing Act of 1954 will be available for developing comprehensive plans covering mass transportation as well as other problems of sound urban development."

Dividends Declared

PROVIDENCE & WORCESTER.—$2.50, quarterly, payable July 5 to holders of record June 19.

SEABOARD.—40¢, quarterly, paid June 27 to holders of record June 16.

STONY BROOK.—$2.50, semiannual, payable July 10 to holders of record June 20.

UNITED NEW JERSEY RR & CANAL.—$2.50, quarterly, payable Oct. 10 to holders of record Sept. 20.

WABASH.—$1, paid June 22 to holders of record June 15.

WESTERN MARYLAND.—common, 45¢, quarterly; 7% 1st preferred, 70¢, quarterly; 5% 1st preferred; 15¢, quarterly; 4% 2nd preferred, 40¢, quarterly; all paid June 29 to holders of record June 19.

Upgrade freight cars with this 50% EXTRA PROTECTION

This Waugh-Gould Type 700 Friction-Rubber Draft Gear has the highest official capacity for any standard 24⅝ inch pocket draft gear ever approved by the A.A.R.

Cars last longer, cover more miles per month, earn more per year when equipped with

WAUGH EQUIPMENT COMPANY

NEW YORK • CHICAGO • ST. LOUIS

Canadian Waugh Equipment Company: Montreal

THE WAUGH-GOULD TYPE 700 FRICTION-RUBBER DRAFT GEAR

These five pennies, during a 12-year period, more than covered all parts replacement costs on an average

NATIONAL

Ever since the introduction of the first C-1 truck over 12 years ago the basic design has remained unchanged. Today's National C-1 Trucks are still the original design—*a design that was right to start with.*

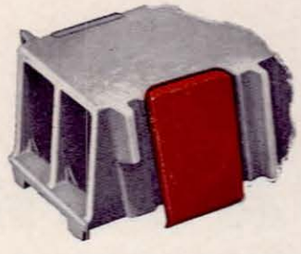
Here's proof of the correctness of that design.

In spite of the fact that many of these trucks have covered hundreds of thousands of miles, our service parts sales records show an average replacement rate of an extremely low .00129% for wedges, wedge springs and wear plates.

This represents an average replacement cost of only $.0985 per carset—*less than 5 cents per National C-1 Truck in service!*

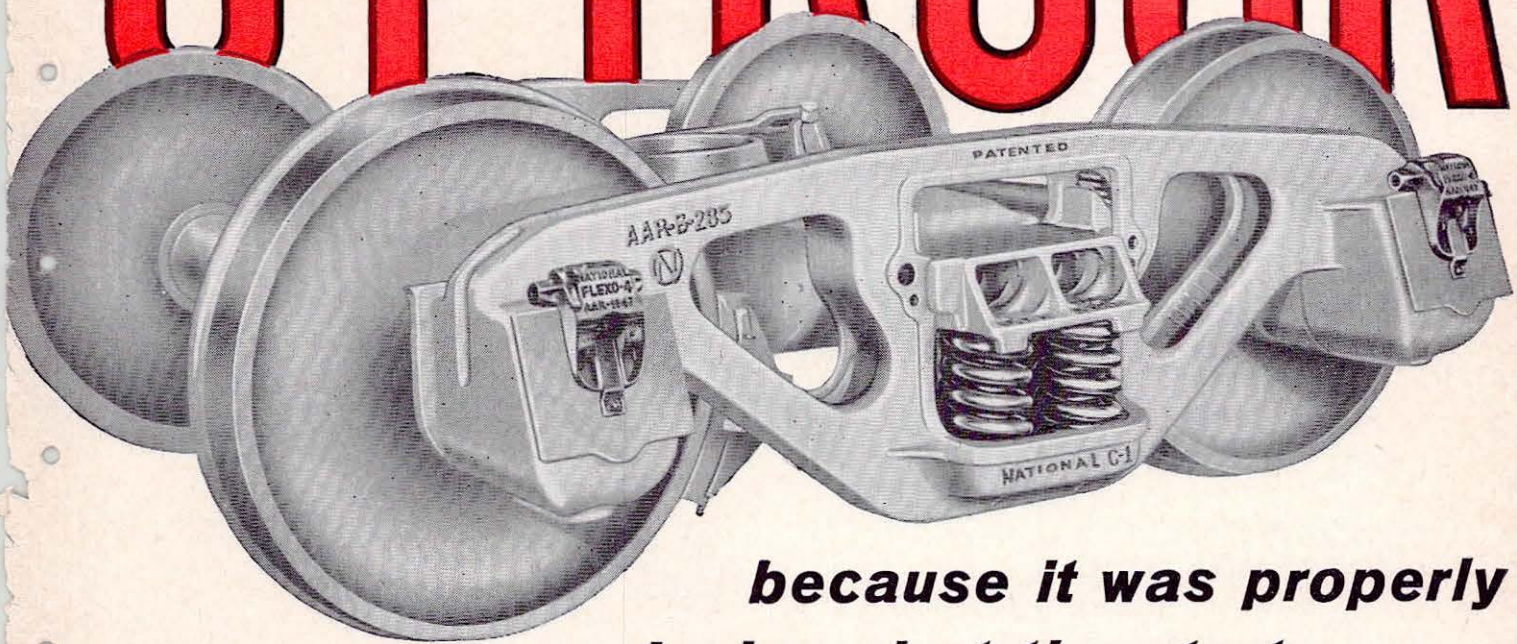
wedges
.00131% replacement

wedge springs
.0019% replacement



wear plates
.00064% replacement

C-1 TRUCK



because it was properly designed at the start

Transportation Products Division

International Division
Cleveland 6, Ohio

National Castings Company of Canada, Ltd.
66 Portland St., Toronto 2B, Ontario

NATIONAL CASTINGS COMPANY
Cleveland 6, Ohio

STEEL CASTINGS Centennial 1861-1961 — DESIGN WITH STEEL CASTINGS FOR STRENGTH IN SHAPE

LEADER TO PROGRESS — P R I MEMBER

COUPLERS • YOKES • DRAFT GEARS • FREIGHT TRUCKS • JOURNAL BOXES • ROLLER BEARING ADAPTERS • NATIONAL SPEEDLOADER CONTAINER HANDLING SYSTEM

A-5016A.

RAILROADING AFTER HOURS WITH JIM LYNE

WHICH MR. K. IS RIGHT?—I see where Mr. Khrushchev says in a few years Russia will be outproducing the U.S.A.—and President Kennedy says 'taint so. I hope our own Mr. K. is right, but on the beat I cover—transportation—I see too little that's reassuring.

Here we are whooping off billions to connect every Podunk in the U.S. with every other Podunk—by a direct, heavy-duty highway, with great care to separate use of the highways from payment of their cost; and no proof at all that we get more transportation per dollar spent, when the spending is on highways. Jet planes came along, and we're on our way to junking all our piston planes and air terminals—practically overnight—no matter what the expense. And every cow pasture creek has to be made into a navigable waterway, Uncle Sam picking up the check. Meantime, railroad plant is allowed to deteriorate for lack of adequate new capital.

If this is being smarter than Khrushchev is, in the way we use our resources, then the kind of economics I learned when I went to school must really be outdated. I don't believe it is outdated. Wild extravagance has not yet been proved to be the road to security and plenty.

USEFUL LEISURE—A freight conductor from the Pacific Coast dropped in to see me the other day. He told me his hours on duty average around 100 a month and his pay runs about $900. Thus, he has both a comfortable income and time to enjoy it—and the way he spends a lot of leisure is in studying railroad problems, and in explaining railroads' merits to his neighbors.

I know there are many other railroaders in the ranks who are doing likewise with a good deal of their spare time. More power to them! Some resourceful railroad personnel officer, one of these days, is going to find a way of recruiting and educating a "task force" of enthusiastic and loyal employees in every community, and railroads' political impotence will then have the pin pulled on it.

There never was an industry (at least, since the days of sailing ships) with as many loyal friends as the railroads have. But these loyalists have so far done mighty little organizing of the kind needed to make their opinions politically effective.

ANTI-SOCIALIST UTILITIES?—The electric power people do more hollering against socialized competition—in speeches and advertising—than any other business in the country. I am all for them. I would be a little more impressed, though, if I could see just a little evidence of their willingness to practice what they preach.

The utilities seem to locate on navigable water whenever they can—for one reason, so they can get in their fuel by barge. The toll-free inland waterways are a far more flagrant example of government competition with private enterprise (in transportation) than any of the competition the government sets up against the utilities.

If any utility executive has ever denounced the absence of compensatory tolls on the use of inland waterways, I've never heard of it. I find it hard to believe that these fellows are really unfriendly to socialism, as such. On the contrary, the evidence suggests that they are highly tolerant of it, whenever it does not threaten their own interests.

REGULATION IN BRITAIN—In Britain there is a form of truck regulation we've never tried here. The rates aren't regulated but the number of trucks is. A fellow gets a permit (like our "certificates of convenience and necessity") and it limits the number of trucks he can operate. There are no limitations on private carriers, except they cannot do any hauling for hire. But now, reports the London Economist, this limitation on the private carrier is breaking down. A private carrier (a furniture manufacturer) has been given a permit to operate on the side, through a subsidiary, as a common carrier, to provide back hauls for his private trucking operations. Common carriers are taking the issue to court.

A chart published by the Economist indicates that there has been only a tiny increase, from 1936 to 1960, in the number of for-hire trucks in operation — while those operated in private service have zoomed from 300 thousand to 1.2 million.

There ought to be more interchange than there is between friendly governments, as to their successes and failures in dealing with the private vs. for-hire carrier problems. We exchange information with our allies on practically all other subjects, but mighty little on transportation regulation. The U.S. is at least a generation behind Europe in the freedom accorded the railroads.

*To the railroad industry from Harry F. Ortlip**

*specialists in electrical engineering and construction for over 40 years

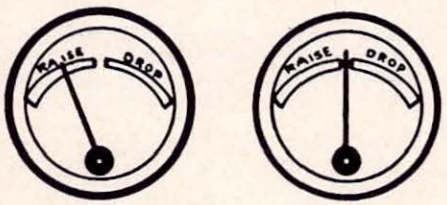
QUESTION: What are you doing about modernization; capital improvements; and all the hundred-and-one other immediate, urgent, pressing engineering and construction problems and projects vital to the continuous, dynamic growth and progress of the railroads?

SUGGESTION: For almost five decades we have *specialized* in electrical engineering and construction for the railroads and know how to engineer and build profits into projects, cut operating costs, and reduce overhead.

Write me personally—or, your collect call will receive prompt attention—at 50 N. 18th street, Philadelphia 3, Pennsylvania, LOcust 4-4800.

new... COMPUTER-CONTROLLED SMOOTHNESS IN GRADE!

An advanced concept which establishes new standards of smoothness in grade! Operator of the jacking. tamper raises track until a single direct-reading meter indicator shows zero. Track then is tamped to produce precisely the desired elevation and held to grade. • The computer automatically calculates desired grade, while a separate meter indicates cross level. *Main components:* two 30' long aluminum beams supported on two carts ahead of the tamper; foresight on each cart; potentiometer and other equipment for evaluating true grade; direct-reading meter. *Ask for bulletin.*



Left meter shows track should be jacked . . . at right, track jacked to grade.

RMC ELECTRONIC SURFACING DEVICE

New... Simplified Tool for Surfacing Low Joints

Giving direct readings of low joints to the operator of a smoothing and spotting tamper equipped with jacks . . . the RMC Joint Surfacing Device consists of two 14-foot long aluminum beams, spring-tensioned cables, separate indicators for each rail. *Ask for bulletin.*

Railway Maintenance Corporation

Box 1888 Pittsburgh 30, Pa.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1961

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1961	Total (inc. misc.) 1960	Operating Expenses: Maint. Way and Structures: Total 1961	Total 1960	Deprec and Retirements 1961	Maint. Equipment: Total 1961	Total 1960	Deprec and Retirements 1961	Traffic	Transportation	Total 1961	Total 1960	Operating ratio 1961	Operating ratio 1960	Net from railway operation	Railway tax accruals	Net Railway operating income 1961	Net Railway operating income 1960
Akron, Canton & Youngstown	April	171	415	....	425	505	48	55	6	79	16	16	39	147	347	389	81.6	76.9	78	54	27	39
	4 mos.	171	1,604	....	1,639	2,019	198	232	22	299	324	65	164	581	1,417	1,554	86.4	77.0	222	160	39	150
Alabama, Tennessee & Northern	April	214	215	....	218	239	49	55	6	8	—1	6	5	75	140	138	64.1	57.8	78	15	10	18
	4 mos.	214	856	....	870	1,047	195	215	28	59	35	23	18	298	588	618	67.5	59.1	283	50	15	74
Atchison, Topeka & Santa Fe	April	12,996	38,769	2,565	46,074	53,930	5,968	6,129	809	9,477	10,802	2,665	1,481	17,589	36,839	39,272	80.0	72.8	9,235	5,843	2,733	5,307
	4 mos.	13,006	156,320	10,868	185,871	203,883	22,969	23,570	3,201	39,235	42,910	10,613	5,681	70.249	147,571	155,654	79.4	76.3	38,299	24,067	11,060	16,366
Atlanta & St. Andrews Bay	April	81	287	....	292	346	31	37	3	25	29	8	7	74	162	177	55.5	51.1	130	53	36	51
	4 mos.	81	1,143	....	1,170	1,291	123	147	14	110	111	32	28	293	655	683	56.0	52.9	515	224	137	182
Atlanta & West Point	April	93	235	18	297	312	32	43	8	47	52	15	19	122	241	267	81.1	85.6	56	15	9	—5
	4 mos.	93	899	74	1,156	1,247	127	171	34	189	207	60	75	488	968	1,061	83.7	85.1	188	63	5	9
Western of Alabama	April	133	270	17	323	339	44	40	12	54	62	20	21	134	275	282	85.2	83.1	48	24	13	9
	4 mos.	133	1,079	70	1,286	1,375	160	192	48	215	251	78	86	541	1,093	1,177	85.0	85.6	193	94	66	35
Atlantic Coast Line	April	5,570	11,150	1,306	13,447	15,162	1,316	2,044	171	2,473	2,634	695	533	5,441	10,622	11,492	79.0	75.8	2,825	1,200	872	1,186
	4 mos.	5,570	45,479	6,308	56,176	59,406	6,276	8,246	680	10,036	10,142	2,776	2,126	21,879	43,698	46,176	77.8	77.7	12,478	5,950	3,674	4,329
Baltimore & Ohio	April	5,910	23,455	1,213	27,068	33,889	3,549	3,813	433	5,251	6,517	1,050	797	12,626	23,891	27,422	88.3	80.9	3,177	2,233	—1,717	1,887
	4 mos.	5,910	90,147	4,836	104,307	133,421	13,496	14,519	1,773	20,444	27,461	4,063	3,180	50,975	95,207	111,856	91.3	83.8	9,100	8,779	—10,429	3,679
Staten Island Rapid Transit	April	29	146	91	251	277	51	53	8	38	45	1	2	147	267	286	106.3	103.1	—16	51	—89	—78
	4 mos.	29	618	379	1,041	1,047	221	233	43	175	191	5	8	626	1,146	1,173	110.2	112.0	—106	207	—417	—400
Bangor & Aroostook	April	595	1,439	19	1,513	1,491	312	396	20	315	279	109	29	387	1,126	1,171	74.4	78.5	387	212	187	240
	4 mos.	595	5,606	74	5,887	6,379	1,287	1,651	79	1,180	1,135	437	117	1,673	4,616	4,973	78.4	78.0	1,271	641	721	1,042
Bessemer & Lake Erie	April	203	797	....	843	2,384	165	259	33	596	727	104	34	352	1,315	1,688	156.0	70.8	—472	83	—249	368
	4 mos.	203	3,108	....	3,291	7,332	565	916	136	2,376	2,508	408	129	1,338	5,047	6,066	153.3	82.7	—1,756	337	—497	981
Boston & Maine	April	1,554	4,725	386	5,477	6,040	489	636	121	782	924	235	119	2,381	4,095	4,452	74.8	73.7	1,382	343	325	592
	4 mos.	1,554	18,483	1,762	21,776	24,137	2,423	2,709	538	3,173	3,525	946	505	10,110	17,396	18,425	79.9	76.3	4,380	1,628	—288	1,630
C P R Lines in Maine	April	234	585	29	642	708	78	78	20	95	123	19	17	161	377	422	58.8	59.5	264	31	151	168
	4 mos.	234	3,832	141	4,075	4,140	378	357	81	521	521	72	69	825	1,905	2,002	46.7	48.4	2,170	134	1,629	1,584
Carolina & Northwestern	April	284	232	....	236	249	53	19	8	32	28	21	5	74	177	140	75.0	56.2	59	14	2	29
	4 mos.	284	938	....	954	1,090	155	109	30	129	110	84	20	292	650	620	68.1	56.9	304	63	71	165
Central of Georgia	April	1,745	3,275	116	3,581	3,882	501	608	43	587	778	162	174	1,506	2,970	3,239	83.0	83.4	611	274	262	344
	4 mos.	1,745	12,435	512	13,756	14,666	2,015	2,335	183	2,331	2,997	631	690	5,914	11,772	12,680	85.6	86.5	1,984	1,058	677	842
Central of New Jersey	April	592	3,033	465	3,987	4,225	428	466	97	644	687	167	74	2,054	3,400	3,507	85.3	83.0	587	490	—309	—86
	4 mos.	592	12,238	1,789	15,851	17,212	1,916	1,967	387	2,714	2,905	630	304	8,737	14,493	14,809	91.4	86.0	1,358	1,971	—2,499	—951
Central Vermont	April	375	686	27	794	846	159	163	18	100	119	9	21	305	615	679	77.5	80.3	179	51	17	6
	4 mos.	375	2,567	179	3,049	3,224	614	546	70	429	475	37	78	1,273	2,516	2,584	82.5	80.1	533	207	—90	14
Chesapeake & Ohio	April	5,091	21,566	520	23,310	29,542	2,900	3,300	305	5,227	5,344	2,032	865	9,959	20,623	21,668	88.5	73.3	2,686	927	1,947	4,257
	4 mos.	5,091	86,137	1,777	92,291	114,677	10,900	13,100	1,758	20,476	21,325	7,852	3,418	39,543	81,188	86,392	88.0	75.3	11,103	3,800	8,408	15,812
Chicago & Eastern Illinois	April	862	2,193	133	2,560	2,911	266	352	31	395	542	178	114	1,095	2,038	2,388	79.6	82.0	521	225	89	113
	4 mos.	862	8,808	580	10,454	11,418	1,196	1,417	122	1,919	2,118	713	509	4,541	8,879	9,556	84.9	83.7	1,575	934	—139	442
Chicago & Illinois Midland	April	121	676	....	689	646	92	72	8	138	116	24	31	170	478	435	69.3	67.3	212	114	73	72
	4 mos.	121	2,505	....	2,564	2,626	196	175	30	534	428	98	122	640	1,689	1,539	65.9	58.6	875	455	335	438
Chicago & North Western	April	10,737	14,474	1,187	16,529	18,321	2,778	2,930	399	2,787	3,388	1,150	641	6,933	14,218	15,891	86.0	86.7	2,311	1,377	62	96
	4 mos.	10,736	56,355	5,071	65,000	71,622	10,578	11,329	1,602	12,113	12,745	4,626	2,656	28,952	58,690	63,065	90.3	88.1	6,311	5,588	—2,704	—1,431
Chicago, Burlington & Quincy	April	8,637	16,339	1,405	20,326	20,368	2,575	2,522	492	3,461	3,622	1,050	629	7,973	15,624	15,829	76.9	77.7	4,702	2,722	1,639	1,767
	4 mos.	8,646	65,283	5,793	79,954	79,543	10,003	9,859	2,135	14,137	15,368	3,935	2,572	32,473	63,406	65,110	79.3	81.9	16,548	9,687	5,408	5,323
Chicago Great Western	April	1,469	2,304	6	2,505	2,801	333	381	46	444	483	135	128	954	1,952	2,026	77.9	72.3	553	225	115	224
	4 mos.	1,469	8,978	27	9,774	10,840	1,228	1,303	176	1,679	1,696	535	493	3,775	7,537	7,651	77.1	70.6	2,237	856	456	940
Chic., Miw., St. Paul & Pac	April	10,562	13,612	906	16,439	18,043	2,463	2,877	424	2,958	3,191	906	561	7,078	14,302	15,281	87.0	84.7	2,137	1,623	—413	241
	4 mos.	10,577	56,164	3,890	67,457	72,898	9,813	10,725	1,867	12,164	13,397	3,566	2,060	28,586	57,653	62,139	85.5	85.2	9,804	6,497	—141	915
Chicago, Rock Island & Pac	April	7,850	13,629	1,106	16,487	18,079	2,099	2,357	228	2,888	3,213	666	515	6,888	13,378	14,476	81.1	80.1	3,109	1,297	427	715
	4 mos.	7,850	54,893	4,913	66,594	69,949	7,643	8,536	1,012	11,326	12,007	2,606	2,039	27,771	52,689	55,484	79.1	79.3	13,905	5,734	2,558	2,817
Clinchfield	April	306	1,623	....	1,630	1,799	186	187	22	276	335	106	68	417	1,017	1,113	62.4	61.9	613	199	500	668
	4 mos.	296	6,570	....	6,605	6,937	711	771	89	1,130	1,388	423	271	1,731	4,119	4,513	62.4	65.1	2,486	798	1,981	2,182
Colorado & Southern	April	712	1,042	51	1,248	1,371	176	160	37	248	258	81	34	555	1,086	1,035	87.0	75.5	162	104	50	138
	4 mos.	712	3,832	201	4,624	5,189	664	661	118	930	894	325	138	2,139	4,196	4,084	90.8	78.7	428	302	132	424
Ft. Worth & Denver	April	1,039	1,304	99	1,639	1,676	205	230	31	251	196	45	82	748	1,425	1,412	86.9	84.2	214	7	—14	17
	4 mos.	1,039	6,104	423	7,405	7,769	848	870	129	1,078	875	182	292	3,284	6,033	5,798	81.5	74.6	1,372	273	73	403
Colorado & Wyoming	April	39	175	....	309	402	18	18	2	29	39	12	2	113	158	213	51.3	52.9	150	92	56	69
	4 mos.	39	565	....	995	1,713	64	77	8	122	131	50	8	398	638	898	64.1	52.4	357	235	115	303
Delaware & Hudson	April	763	3,084	91	3,263	3,813	328	450	66	655	932	199	106	1,276	2,613	3,151	80.1	82.6	650	336	153	382
	4 mos.	763	12,985	471	13,844	15,789	1,459	1,594	280	2,739	3,506	792	412	5,442	11,087	12,409	80.1	78.6	2,757	1,509	655	2,083
Denver & Rio Grande Western	April	2,128	5,881	162	6,235	6,424	715	878	97	958	1,010	337	237	1,962	4,172	4,405	66.9	68.6	2,064	1,197	843	831
	4 mos.	2,128	21,927	751	23,437	25,751	2,257	2,750	387	3,770	3,949	1,352	951	7,527	15,782	16,951	67.3	65.8	7,654	4,508	3,235	3,713
Detroit & Toledo Shore Line	April	50	458	....	477	595	46	55	4	63	74	24	20	189	335	391	70.2	65.8	142	57	19	33
	4 mos.	50	1,982	....	2,112	2,641	195	226	15	262	318	97	80	804	1,410	1,660	66.7	62.8	702	296	125	163
Detroit, Toledo & Ironton	April	465	1,284	....	1,329	1,715	199	269	28	311	385	156	55	474	1,136	1,307	85.5	76.2	192	96	160	271
	4 mos.	465	5,161	....	5,329	7,796	715	1,050	103	1,339	1,711	622	231	1,891	4,554	5,490	85.5	70.4	775	450	580	1,699
Duluth, Miss. & Iron Range	April	572	485	....	592	4,344	413	469	94	465	636	203	13	554	1,706	2,583	288.1	59.5	—1,114	120	—1,245	1,392
	4 mos.	572	1,229	1	1,538	6,105	1,608	1,798	330	2,061	2,814	816	52	2,248	7,097	9,018	461.6	147.7	—5,560	480	—6,214	—3,624
Duluth, Winnipeg & Pacific	April	175	383	....	384	374	86	81	4	47	54	1	9	170	322	322	83.9	86.0	62	37	—68	—75
	4 mos.	175	1,772	2	1,777	1,955	295	306	20	235	229	5	32	700	1,309	1,329	73.6	68.0	468	163	—38	114

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1961

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1961	1960	Operating Expenses: Maint. Way and Structures: Total 1961	Total 1960	Deprec and Retirements	Maint. Equipment: Total 1961	Total 1960	Deprec and Retirements	Traffic	Transportation	Total 1961	Total 1960	Operating ratio 1961	1960	Net from railway operation	Railway tax accruals	Net Railway operating income 1961	1960
Elgin, Joliet & Eastern	April	205	2,450	....	3,215	4,527	297	341	30	490	894	130	45	1,266	2,418	3,399	75.2	75.1	797	485	237	203
	4 mos.	205	9,497	....	12,321	19,955	1,159	1,390	114	2,225	3,493	515	186	5,123	10,011	14,259	81.3	71.5	2,310	1,459	491	1,209
Erie-Lackawanna	April	3,077	13,621	1,225	16,539	18,829	1,770	1,830	394	3,295	3,281	891	487	8,757	15,428	15,965	93.3	84.8	1,111	1,779	—1,808	—98
	4 mos.	3,077	53,958	5,345	66,613	77,854	7,946	7,613	1,572	13,289	13,489	3,579	2,093	36,466	64,353	65,434	96.6	84.1	2,261	7,303	—9,969	645
Florida East Coast	April	572	1,923	452	2,645	3,138	302	407	37	462	536	115	71	1,131	2,159	2,328	81.6	74.2	486	303	—51	263
	4 mos.	572	7,930	2,187	11,282	12,685	1,297	1,716	158	1,980	2,338	463	292	4,495	8,880	9,792	78.7	77.2	2,403	1,204	255	862
Georgia Railroad	April	321	503	14	609	664	86	84	9	105	116	34	40	276	545	577	89.5	87.0	64	39	28	66
	4 mos.	321	1,943	50	2,330	2,501	323	342	34	430	463	134	161	1,107	2,182	2,295	93.6	91.8	149	154	—22	119
Georgia & Florida	April	321	295	....	300	286	77	130	3	40	41	10	22	94	254	296	84.7	103.6	46	21	—2	—42
	4 mos.	321	1,123	....	1,141	1,123	302	420	14	172	168	40	91	359	1,005	1,128	88.1	100.4	136	79	—38	—162
Grand Trunk Western	April	946	3,367	131	3,807	4,740	554	633	51	705	833	76	106	1,971	3,582	4,032	94.1	85.1	225	371	—581	—192
	4 mos.	946	13,422	675	15,213	19,974	2,373	2,596	228	2,884	3,421	304	388	7,999	14,623	16,501	96.1	82.6	590	1,528	—2,584	79
Great Northern	April	8,276	14,597	559	16,380	19,511	3,224	2,966	333	3,437	3,948	933	604	6,712	14,936	15,765	91.2	80.8	1,444	1,801	—469	1,632
	4 mos.	8,279	60,114	2,415	67,164	72,503	10,732	10,216	1,326	14,407	15,206	3,714	2,172	28,128	59,384	60,626	88.4	83.6	7,780	7,270	—575	3,596
Green Bay & Western	April	219	325	....	339	338	35	49	5	51	51	9	29	117	259	269	76.3	79.4	80	40	13	2
	4 mos.	219	1,371	....	1,417	1,487	143	198	19	213	186	36	107	455	1 018	1,070	71.8	71.9	400	194	78	70
Gulf, Mobile & Ohio	April	2,747	5,996	229	6,669	6,795	733	884	77	1,264	1,362	293	257	2,251	4,824	5,163	72.3	76.0	1,845	812	533	490
	4 mos.	2,747	22,340	909	25,052	26,092	2,876	3,497	301	4,926	5,468	1,174	1,038	8,843	18,972	20,810	75.7	79.8	6,079	2,656	1,625	1,383
Illinois Central	April	6,500	16,271	1,587	20,078	21,875	2,992	3,233	378	3,298	4,283	928	630	8,146	16,094	17,652	80.2	80.7	3,984	2,175	1,097	1,085
	4 mos.	6,500	64,045	6,825	79,539	87,484	10,852	12,787	1,542	13,898	17,134	3,672	2,571	33,190	64,729	71,435	81.4	81.7	14,810	8,167	4,091	3,893
Illinois Terminal	April	335	591	....	661	742	82	71	3	120	143	26	41	275	568	614	86.0	82.7	93	67	—40	21
	4 mos.	335	2,317	....	2,592	3,012	324	327	11	495	591	106	166	1,168	2,363	2,571	91.2	85.4	229	125	—156	18
Kansas City Southern	April	894	2,784	57	3,173	3,684	235	325	48	442	492	113	93	1,134	2,023	2,248	63.8	61.0	1,150	427	422	548
	4 mos.	894	11,926	212	13,481	14,756	907	1,053	197	1,706	2,016	452	375	4,556	8,016	8,727	59.5	59.1	5,465	2,160	2,128	2,400
Kansas, Oklahoma & Gulf	April	328	431	....	432	431	42	29	9	33	42	12	32	102	237	240	54.9	55.6	195	86	66	65
	4 mos.	328	1,689	....	1,696	1,691	151	148	40	146	166	49	130	407	954	992	56.2	58.6	742	317	223	211
Lake Superior & Ishpeming	April	160	122	....	147	474	39	56	12	69	77	65	2	61	191	265	130.0	55.8	—44	41	—71	170
	4 mos.	160	279	....	340	757	161	196	49	254	303	171	9	209	703	886	206.7	117.1	—363	160	—488	—265
Lehigh & Hudson River	April	98	249	....	250	252	25	23	2	32	30	8	16	102	192	194	76.9	76.9	58	22	5	1
	4 mos.	98	1,084	....	1,087	1,008	113	98	10	133	124	33	64	446	824	787	75.8	78.1	263	73	—9	—2
Lehigh & New England	April	177	178	....	181	332	33	38	7	92	161	37	7	113	283	418	156.1	125.8	—102	23	—64	—22
	4 mos.	177	625	....	636	1,279	164	180	35	460	670	148	25	487	1,304	1,777	205.1	138.9	—668	96	—526	—303
Lehigh Valley	April	1,114	3,320	$4 (deb).	3,467	4,366	455	583	97	740	786	201	132	1,962	3,510	3,904	101.2	89.4	—43	420	—867	—277
	4 mos.	1,118	13,417	120	14,156	18,695	2,063	2,439	389	2,772	3,260	702	512	8,229	14,467	16,535	102.2	88.4	—311	1,703	—3,365	—615
Long Island	April	344	838	4,578	5,570	5,894	753	839	99	1,008	1,077	168	39	2,932	4,984	5,161	89.5	87.6	586	405	2	87
	4 mos.	344	3,110	19,075	22,855	23,260	3,437	3,455	421	4,631	4,496	673	163	12,068	21,276	21,013	93.1	90.3	1,578	1,600	—782	—259
Louisiana & Arkansas	April	746	1,720	35	1,869	2,147	175	208	24	279	281	97	76	670	1,273	1,310	68.1	61.0	596	345	142	280
	4 mos.	746	6,858	140	7,414	8,700	628	742	84	1,128	1,272	390	307	2,685	5,036	5,365	67.9	61.7	2,379	1,280	660	1,209
Louisville & Nashville	April	5,684	15,599	568	17,532	19,490	2,197	1,900	317	3,266	4,570	1,256	535	7,233	14,186	15,223	80.9	78.1	3,346	2,041	1,314	1,609
	4 mos.	5,684	63,308	2,370	70,911	77,341	8,867	9,400	1,287	13,922	16,237	4,920	2,104	29,815	58,684	61,326	82.8	79.3	12,227	8,070	4,563	5,964
Maine Central	April	937	1,896	....	2,005	2,186	329	318	28	401	379	74	29	723	1,595	1,552	79.6	71.0	410	178	84	215
	4 mos.	937	7,959	....	8,432	8,956	1,379	1,379	113	1,650	1,546	306	113	3,019	6,630	6,610	78.6	73.8	1,802	822	485	803
Minn., Northfield & Southern	April	77	264	....	277	304	22	19	3	34	44	13	34	79	205	215	74.0	70.8	72	45	21	28
	4 mos.	77	1,028	....	1,107	1,245	80	71	11	145	178	51	135	312	825	884	74.6	71.1	282	181	82	115
Missouri-Illinois	April	172	415	....	418	519	48	38	11	80	95	40	14	121	279	297	66.6	57.3	140	114	54	96
	4 mos.	172	1,570	....	1,584	1,876	206	157	21	357	353	160	57	486	1,163	1,126	73.4	60.0	420	406	166	351
M-K-T Lines	April	2,885	4,092	52	4,518	4,593	516	512	81	769	831	259	163	1,698	3,353	3,457	74.2	75.3	1,165	342	158	333
	4 mos.	2,887	16,294	248	18,084	18,378	2,041	1,858	373	3,115	3,712	1,038	666	6,790	13,427	13,827	74.2	75.2	4,657	1,361	930	1,288
Missouri Pacific	April	9,362	20,768	767	24,132	25,566	2,772	3,414	342	3,746	4,383	1,153	665	9,087	17,241	18,989	71.4	74.3	6,890	2,412	2,981	3,033
	4 mos.	9,362	80,829	3,123	93,571	98,388	10,769	12,434	311	15,776	17,258	4,690	2,811	36,527	70,200	74,349	75.0	75.6	23,370	7,740	9,725	11,183
Monon	April	541	1,229	23	1,335	1,505	196	249	30	284	278	76	109	601	1,295	1,368	97.0	90.8	40	105	—125	—67
	4 mos.	541	5,035	105	5,487	6,314	805	920	107	1,119	1,114	304	429	2,492	5,284	5,506	96.3	87.2	203	452	—525	—21
Monongahela	April	177	526	....	528	632	77	76	11	46	47	11	1	124	270	284	51.1	45.0	258	89	106	208
	4 mos.	177	2,141	....	2,153	2,418	286	294	54	188	218	44	4	534	1,080	1,176	50.1	48.6	1,073	382	446	707
New York Central	April	10,250	35,148	4,410	46,837	58,165	4,823	6,556	1,104	10,180	11,250	2,417	1,034	24,215	42,783	48,617	91.3	83.6	4,054	5,185	—3,364	2,654
	4 mos.	10,259	140,452	19,122	188,055	235,096	21,262	24,886	4,346	40,733	45,000	9,684	4,040	99,115	175,879	195,364	93.5	83.1	12,176	21,363	—18,898	9,154
Pittsburgh & Lake Erie	April	220	1,841	26	1,980	3,113	355	409	56	859	922	338	49	879	2,330	2,742	117.7	88.1	—350	209	401	930
	4 mos.	220	6,702	119	7,313	13,438	1,316	1,665	232	3,602	3,506	1,345	238	3,590	9,560	10,992	130.7	81.8	—2,247	851	978	4,244
New York, Chic. & St. Louis	April	2,170	9,519	84	9,963	12,468	1,013	1,304	146	1,765	2,109	459	357	4,165	7,799	8,905	78.3	71.4	2,164	766	1,006	1,250
	4 mos.	2,170	38,249	398	40,170	51,712	4,240	5,027	593	6,904	8,351	1,825	1,399	16,710	31,260	36,143	77.8	69.9	8,910	3,874	3,386	5,523
New York, New Haven & Hart	April	1,740	5,468	3,339	10,148	11,613	1,576	1,406	282	2,039	2,026	527	238	5,259	9,978	10,137	98.3	87.3	170	285	—1,428	—1,018
	4 mos.	1,741	21,311	13,937	40,865	46,467	6,234	5,497	1,093	8,391	7,594	2,099	978	21,998	41,154	41,000	100.7	88.2	—289	2,905	—9,121	—4,706
New York Connecting	April	21	306	....	324	385	65	74	25	16	17	....	....	76	161	193	49.6	50.1	163	97	31	72
	4 mos.	21	1,098	....	1,182	1,407	276	278	101	52	61	....	....	297	641	762	54.2	54.2	541	393	47	175
New York, Sus. & Western	April	97	271	5	300	361	44	41	6	42	52	8	9	137	263	290	87.5	80.2	38	31	—23	—1
	4 mos.	97	1,125	25	1,249	1,395	157	178	24	179	208	32	31	593	1,082	1,182	86.6	84.7	167	123	—131	—88
Norfolk & Western	April	2,746	17,631	163	18,613	21,814	1,787	2,187	352	2,932	3,461	1,496	397	5,070	11,070	12,362	59.5	56.7	7,536	3,708	4,643	5,823
	4 mos.	2,747	70,254	734	74,213	84,459	7,120	9,089	1,509	11,682	13,947	5,966	1,550	20,413	44,338	50,170	59.7	59.4	29,875	15,068	17,885	21,570
Norfolk Southern	April	593	750	....	761	937	157	177	15	103	128	40	49	263	641	682	84.2	72.8	120	53	36	134
	4 mos.	593	2,952	....	3,029	3,046	648	648	62	492	516	160	197	1,048	2,671	2,593	88.2	85.1	358	216	1	169

(Continued on next page)

REVENUES AND EXPENSES OF RAILWAYS

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1961

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1961	1960	Operating Expenses: Maint. Way and Structures: Total 1961	Total 1960	Deprec. and Retirements	Maint. Equipment: Total 1961	Total 1960	Deprec. and Retirements	Traffic	Transportation	Total 1961	Total 1960	Operating ratio: 1961	1960	Net from railway operation	Railway tax accruals	Net Railway operating income: 1961	1960
Northern Pacific	April	6,800	10,856	371	12,236	14,904	1,973	2,718	385	2,722	2,845	852	438	5,570	11,633	12,749	95.1	85.5	604	1,365	—394	934
	4 mos.	6,800	43,790	1,600	49,320	55,751	7,347	8,276	1,417	10,938	11,595	3,399	1,636	22,456	48,292	48,982	93.9	87.9	3,028	5,448	—1,315	1,773
Northwestern Pacific	April	328	948	...	952	1,031	164	198	20	59	70	3	6	240	497	592	52.2	57.4	454	178	89	50
	4 mos.	328	3,271	1	3,290	3,931	608	832	79	207	286	10	26	962	1,919	2,455	58.3	62.5	1,370	455	181	82
Pacific Electric	April	334	1,054	....	1,204	1,233	158	167	29	41	50	4	19	478	798	875	66.3	70.9	406	141	75	40
	4 mos.	335	4,119	....	4,681	4,465	633	695	99	180	144	14	81	1,974	3,280	3,337	70.1	74.7	1,401	574	90	—130
Pennsylvania	April	9,865	47,242	8,317	63,410	79,089	6,279	8,035	1,480	12,405	14,501	3,030	1,059	30,107	53,781	62,197	84.8	78.6	9,628	5,593	—1,070	4,27 5
	4 mos.	9,865	182,590	35,922	251,011	08,355	26,109	30,685	5,938	50,058	60,417	12,151	4,436	124,039	221,436	252,235	88.2	81.8	29,575	22,901	—14,507	7,866
Penn-Reading S. S. Lines	April	338	448	50	517	672	153	176	25	122	125	26	6	461	819	839	158.6	124.9	—303	70	—579	—403
	4 mos.	338	1,743	191	2,007	2,556	619	701	103	474	501	102	23	1,852	3,267	3,365	162.7	131.7	—1,259	285	—2,180	—1,794
Piedmont & Northern	April	126	464	....	481	493	46	47	5	36	36	10	33	92	250	245	52.0	49.8	231	128	54	74
	4 mos.	126	1,790	....	1,843	1,982	185	183	20	143	152	39	132	379	1,008	995	54.7	50.2	835	430	196	280
Pittsburgh & West Virginia	April	132	484	....	487	759	135	154	25	123	157	43	52	177	544	658	111.8	86.7	—57	43	—120	6 6
	4 mos.	132	1,852	....	1,862	3,130	433	600	100	504	611	176	220	728	2,121	2,611	113.9	83.4	—259	164	—466	297
Quanah, Acme & Pacific	April	120	242	....	244	286	19	18	2	19	14	....	13	48	126	126	51.8	43.8	118	Cr.60	146	64
	4 mos.	120	993	....	1,000	1,102	77	65	6	63	53	1	104	206	523	499	52.3	45.3	477	53	277	236
Reading	April	1,296	6,565	463	7,644	9,107	998	1,031	197	1,696	1,644	432	173	3,514	6,856	7,209	89.7	79.2	788	613	—285	656
	4 mos.	1,296	25,862	2,114	30,687	37,991	4,583	4,452	793	6,870	7,275	1,829	694	15,279	29,488	30,743	96.1	80.9	1,199	2,635	—4,142	2,490
Richmond, Fred. & Potomac	April	118	1,218	407	931	2,252	153	186	29	295	309	67	29	731	1,372	1,334	71.0	59.2	559	317	108	291
	4 mos.	118	4,847	1,794	7,983	8,721	632	695	115	1,188	1,166	269	113	2,909	5,509	5,348	69.0	61.3	2,474	1,454	517	1,063
Rutland	April	391	285	....	306	351	69	74	8	57	55	18	27	110	285	335	93.3	95.4	21	25	—8	—14
	4 mos.	391	1,207	....	1,303	1,429	282	298	33	238	233	73	97	483	1,196	1,356	91.8	94.9	108	103	—4	—50
St. Louis-San Francisco	April	4,546	8,364	129	9,229	10,047	1,202	1,497	173	1,510	1,655	608	369	3,745	,7419	8,006	80.4	79.7	1,811	788	773	1,081
	4 mos.	4,546	32,536	598	36,034	39,654	4,972	5,990	711	6,055	6,491	2,446	1,429	14,962	29,781	32,133	82.6	81.0	6,252	2,539	2,852	3,834
St. Louis-S. F. & Texas	April	143	411	....	426	441	28	27	4	24	26	1	22	141	229	236	53.8	53.5	196	83	55	60
	4 mos.	143	1,639	....	1,711	1,863	194	118	16	94	116	5	88	573	1,001	961	58.5	51.6	710	261	178	273
St. Louis Southwestern Lines	April	1,554	5,301	....	5,366	6,130	522	586	78	645	726	226	181	1,798	3,321	3,486	61.9	56.9	2,045	901	886	1,156
	4 mos.	1,554	20,704	....	20,978	23,224	2,129	2,294	334	2,586	2,773	895	736	7,113	13,283	13,688	63.3	58.9	7,695	3,525	3,156	4,140
Savannah & Atlanta	April	144	353	....	367	401	57	50	2	71	75	19	17	124	281	282	76.6	70.4	86	45	26	50
	4 mos.	144	1,346	....	1,401	1,412	242	190	8	286	55	77	67	479	1,119	1,051	79.9	74.4	282	158	86	154
Seaboard Air Line	April	4,135	10,904	1,195	13,148	14,727	1,806	1,784	215	2,680	2,602	760	487	4,946	10,643	10,660	80.9	72.4	2,505	996	1,090	1,715
	4 mos.	4,135	43,126	5,206	52,907	56,557	7,063	7,041	876	10,369	10,319	3,034	1,965	19,663	41,909	42,105	79.2	74.4	10,998	5,027	4,384	6,556
Soo Line	April	4,716	5,201	40	5,558	6,019	762	941	105	1,050	1,216	281	237	2,338	4,772	5,400	85.9	89.7	786	470	—19	—236
	4 mos.	4,716	22,024	169	23,444	24,058	2,957	3,676	446	4,484	4,671	1,117	925	10,230	20,202	21,729	86.2	90.3	3,242	1,915	266	—448
Southern Railway	April	6,267	18,012	740	20,496	22,518	2,637	2,777	392	3,718	4,033	1,044	532	6,809	15,044	15,496	73.4	68.8	5,452	2,362	2,274	2,968
	4 mos.	6,267	72,288	3,228	82,281	89,721	10,740	10,990	1,608	15,130	15,467	4,175	2,140	27,573	60,863	62,021	74.0	69.1	21,418	8,810	8,666	11,962
Alabama Great Southern	April	327	1,020	33	1,216	1,371	235	259	37	311	379	84	44	471	1,173	1,279	96.4	93.3	44	89	—59	130
	4 mos.	327	4,010	156	4,779	5,565	990	1,078	141	1,209	1,355	335	173	1,905	4,719	5,028	98.7	90.3	60	382	—539	—211
Cinn., N. O. & Tex. Pac.	April	337	2,446	56	2,797	3,316	594	574	124	806	781	271	86	848	2,535	2,495	90.6	75.2	262	262	160	583
	4 mos.	337	9,411	257	10,687	12,990	2,431	2,359	446	3,078	3,093	1,082	344	3,317	9,979	10,189	93.4	78.4	708	1,039	251	1,982
Georgia Southern & Florida	April	397	550	24	680	835	131	162	11	64	75	11	21	255	529	583	77.8	69.8	151	36	—42	50
	4 mos.	397	2,245	116	2,728	3,203	509	709	45	274	300	43	87	981	2,082	2,364	76.3	73.8	646	142	—76	22
New Orleans & Northeastern	April	203	608	28	723	947	178	209	23	224	229	102	28	235	745	778	103.0	82.1	—22	82	—73	138
	4 mos.	203	2,898	132	3,351	3,406	759	753	97	905	860	408	112	1,015	3,109	3,060	92.8	89.8	243	347	—46	208
Southern Pacific	Arpil	7,953	38,333	1,678	42,257	44,598	4,685	5,098	552	9,389	10,000	2,649	767	16,324	33,361	34,357	78.9	77.0	8,896	4,923	3,562	4,605
	4 mos.	7,953	147,171	7,573	164,246	178,078	18,858	20,320	1,950	36,496	39,386	10,501	2,973	63,298	130,290	136,670	79.3	76.7	33,957	18,959	14,403	19,232
Texas & New Orleans	April	4,099	10,032	246	10,965	11,320	1,468	1,743	199	1,719	1,624	201	263	4,058	8,100	8,196	73.9	72.4	2,865	1,029	377	580
	4 mos.	4,099	38,221	1,023	41,814	44,634	6,021	7,081	647	6,761	6,656	765	1,042	16,010	32,248	33,389	77.1	74.8	9,567	3,176	971	1,914
Spokane International	April	150	324	....	336	361	57	72	5	18	30	10	4	73	162	197	48.3	54.6	174	89	46	51
	4 mos.	150	1,121	....	1,158	1,176	196	211	17	82	119	39	16	274	606	665	52.4	56.5	552	212	227	164
Spokane, Portland & Seattle	April	936	2,182	57	2,424	2,931	401	452	69	420	467	129	36	976	1,946	2,102	80.3	71.7	478	235	154	454
	4 mos.	936	8,645	272	9,649	10,729	1,689	1,641	238	1,724	1,950	516	145	3,964	8,035	8,349	83.3	77.8	1,614	1,027	150	976
Tennessee Central	April	284	276	....	304	365	43	43	5	63	60	21	15	117	261	258	85.9	70.8	43	25	—18	35
	4 mos.	284	1,206	....	1,323	1,375	178	183	21	256	221	85	61	495	1,080	1,046	81.6	76.1	243	101	—22	50
Texas & Pacific	April	7,828	4,623	242	5,510	6,256	517	724	102	898	1,038	296	225	2,317	4,298	4,763	78.0	76.1	1,212	442	349	361
	4 mos.	1,828	18,386	1,054	22,115	25,075	2,090	2,917	390	3,791	4,288	1,202	901	9,488	17,763	19,682	80.3	78.5	4,352	1,436	1,012	1,224
Texas Mexican	April	161	214	....	252	348	24	44	7	31	37	12	12	78	169	202	67.1	58.2	83	39	22	43
	4 mos.	161	868	....	1,000	1,130	172	196	26	139	140	49	60	319	771	805	77.1	71.2	229	114	29	64
Toledo, Peoria & Western	April	239	517	....	542	607	59	75	7	48	48	13	49	163	358	395	66.0	65.0	184	77	39	58
	4 mos.	239	2,081	....	2,166	2,512	223	295	28	207	204	54	197	667	1,448	1,579	66.8	62.9	718	302	151	257
Union Pacific	April	9,727	34,327	1,468	38,886	40,916	4,425	4,783	821	7,013	7,226	2,610	1,147	13,460	28,114	29,392	72.3	71.8	10,772	6,840	2,351	2,799
	4 mos.	9,727	133,002	6,499	151,015	160,934	17,421	18,813	3,234	29,059	30,713	10,301	4,481	53,709	113,321	119,926	75.0	74.5	37,693	26,023	6,311	8,896
Wabash	April	2,423	7,482	223	8,581	9,350	776	865	121	1,220	1,362	485	319	3,891	6,638	7,203	77.4	77.0	1,942	612	593	562
	4 mos.	2,423	30,156	1,101	34,771	37,634	3,064	3,719	502	4,771	5,620	1,953	1,268	16,159	27,084	29,982	77.9	79.7	7,687	2,520	1,994	1,705
Ann Arbor	April	294	574	....	578	639	49	76	7	127	159	44	20	283	499	614	86.2	96.1	80	52	22	—58
	4 mos.	294	2,326	....	2,339	2,783	206	259	26	499	648	176	89	1,147	2,024	2,547	86.5	91.5	315	201	88	—105
Western Maryland	April	841	2,973	....	3,100	4,113	466	633	61	765	791	308	113	1,193	2,722	3,087	87.8	75.1	378	240	426	737
	4 mos.	841	12,020	....	12,537	16,476	1,999	2,530	235	3,057	3,351	1,233	459	4,948	11,253	12,627	89.8	76.6	1,284	814	1,301	2,895
Western Pacific	April	1,188	4,073	137	4,307	4,422	452	610	91	692	734	238	238	1,519	3,191	3,544	74.1	80.1	1,116	558	466	373
	4 mos.	1,188	15,686	573	16,651	17,172	1,905	2,303	337	2,700	2,854	950	1,000	5,937	12,832	14,012	77.1	81.6	3,819	1,985	1,629	1,400

NEW PRODUCTS REPORT

Container Cradles (RA-1)

The Duo-Cradle, permanently fitted to the decks of 85-ft piggyback cars, makes them suitable for container service. The cradle frame carries removable cross-bolsters and consists of a pair of side channels spaced by cross-members. It is cushioned by a pair of deck-mounted shock absorbers. The channels straddle the trailer hitches on the cars and can, themselves, be straddled by the dual wheels of tractors and trailers after the cross-bolsters are removed from the frame. Clips attached to the car deck serve as guides and retainers for the cradles. When a container is carried, it rides on a pair of the removable cross-bolsters mounted on the frame. Separate cross-bolster positions permit handling containers of different lengths. For trailer service, the cross-bolsters are removed and stored lengthwise in racks carried by the frame between the channels so as not to interfere with the movement of trailers on the cars and to be instantly available for the hauling of containers. *Youngstown Steel Door Co.*

Dual Tie Saw (RA-2)

Equipped with two sabre-type saws, the new Kershaw Dual Tie-saw cuts the tie inside each rail adjacent to the tie plates and removes the three pieces. The machine is operated by one man and is clamped to the tie while tie is being cut. Production of the Dual Tie Saw is claimed to be in excess of 100 ties per hour. *Kershaw Manufacturing Company.*

Now—A Faster Way To Make Inquiries

Want added information on products advertised or described in this issue? It's easy to get.

Note advertising page numbers or code numbers in New Product headlines. Circle corresponding numbers on card at right. Detach and mail.

RAILWAY AGE WEEKLY

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS ADVERTISED ON PAGES 2 3 4 6 8 11 12 13 14 15 16 18 19 20 21 23 24 25 29 32 33 34 35 39 40 41 42 43 44 45 55a 55b 57 59 60

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS DESCRIBED ON PAGES 49 and 50 MARKED RA-1 RA-2 RA-3 RA-4 RA-5 RA-6

NAME ..... TITLE .....

COMPANY .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

7/10/61

FIRST CLASS PERMIT NO. 153 N.Y.

BUSINESS REPLY MAIL
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POSTAGE WILL BE PAID BY

RAILWAY AGE WEEKLY
30 CHURCH ST.
NEW YORK 7, N. Y.

READERS' SERVICE DEPT. (Attention George Johnson)

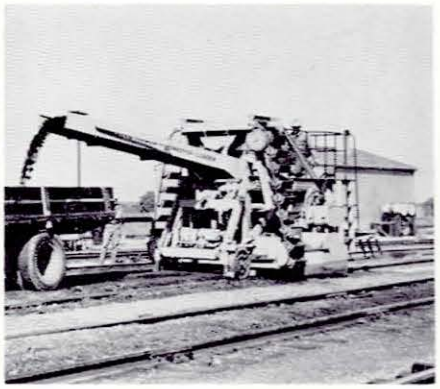
NEW PRODUCTS REPORT

Dry Chemical for Fires (RA-3)

Class A, B and C fires are said to be effectively extinguished with Foray, a dry chemical agent for hand portable extinguishers approved by Underwriters' Laboratories. It can be obtained in three sizes, either in cartridge or stored pressure-type extinguishers, and can be used against Class A fires in wood, paper, and other ordinary combustibles. Model 10 contains 8½ lb of dry chemical; Model 20, 17 lb, and Model 30, 25 lb. *Ansul Chemical Co.*

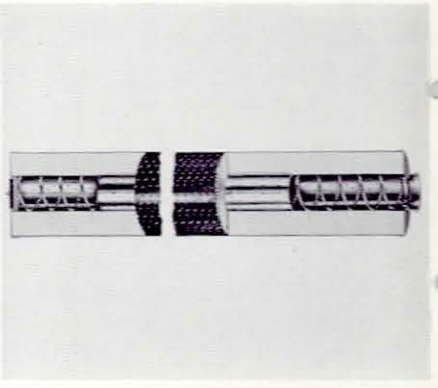
White All Purpose Loob (RA-4)

Spray White All Purpose Loob in the 16-oz. pressurized can was developed to eliminate messy pails, brushes and paddles and to provide clean lubricant where needed. To apply, shake hard, remove cap, hold can upright and aim at area to be lubricated. Spray from a distance of several inches in short bursts. Allow lubricant to set. White All Purpose Loob will protect all metal surfaces and lubricate hard-to-reach areas. *Spray Products Corp.*



Track Broom-Loader (RA-5)

Designed primarily for cleaning yard tracks, the new Kershaw Track Broom-Loader sweeps up material and loads it into trucks or cars. The unit utilizes a broom reel to sweep material into a bucket elevator which in turn dumps onto a conveyor belt for loading. It is equipped with scarifiers to loosen cemented material, and blades to level the inter-track area. *Kershaw Manufacturing Company.*



Diesel Paper Filter (RA-6)

A corrugated, pleated-paper filter is said to provide positive filtration, high flow characteristics, and controlled porosity in a full-flow, cageless type filter cartridge for diesels. The shell stock is extra high in density. End caps are of tin plate, and the perforated end tube encloses a 12-gage reinforcing spring. A Hycar spacing grommet is at the top. *M & J Diesel Locomotive Filter Corp.*

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NAME ..... TITLE .....

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CITY ..... ZONE ..... STATE .....

7/10/61

Market Outlook

Carloadings

Loadings of revenue freight for the week ended July 1 were not available as this issue went to press.

Loadings of revenue freight for the week ended June 24 totaled 600,001 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, June 24

District	1961	1960	1959
Eastern	84,181	89,870	102,318
Allegheny	97,984	108,676	127,014
Pocahontas	53,383	56,826	56,455
Southern	103,719	110,398	113,924
Northwestern	88,742	102,238	116,833
Central Western	121,879	119,377	126,872
Southwestern	50,113	53,952	54,381
Total Western Districts	260,734	275,567	298,086
Total All Roads	600,001	641,337	697,797
Commodities:			
Grain and grain products	63,793	61,019	64,128
Livestock	2,290	3,819	3,978
Coal	111,753	115,128	113,386
Coke	6,987	6,935	9,183
Forest Products	36,709	39,863	42,369
Ore	50,984	72,435	75,439
Merchandise l.c.l.	28,596	35,606	40,844
Miscellaneous	298,889	306,532	348,470
June 24	600,001	641,337	697,797
June 17	602,153	649,503	724,278
June 10	593,304	648,658	709,841
June 3	531,267	574,980	680,617
May 27	578,767	639,864	687,063
Cumulative total, 25 weeks	13,058,189	15,141,897	15,694,286

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended June 24 totaled 11,914 cars, compared with 11,236 for the corresponding 1960 week. Loadings for 1961 up to June 24 totaled 274,380 cars, compared with 264,642 for the corresponding period of 1960.

IN CANADA. — Carloadings for the seven-day period ended June 21 totaled 75,383 cars; compared with 74,117 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
June 21, 1961	75,383	23,229
June 21, 1960	79,056	27,406
Cumulative Totals		
June 21, 1961	1,545,605	597,507
June 21, 1960	1,689,353	703,489

New Equipment

FREIGHT-TRAIN CARS—SPECIAL

► *Trailer Train Co.*—Has concluded arrangements with Shippers Car Line for performance of a "major portion" of TTX's heavy-repair car program for 1961. The repairs will be handled at SHPX shops in Kansas City, Mo. The total number of TTX flat cars scheduled for work this year has not been announced, but it is understood that such work is being cycled "entirely on a mileage basis."

PASSENGER-TRAIN CARS

► *Brazilian Federal Railway System.*—Ordered 23 rail diesel cars from the Budd Co. at a cost exceeding $4 million. Delivery of the cars will begin in mid-1962. The purchase is being financed under a credit authorized several years ago by the Export-Import Bank, Washington, D. C. Four cars will be 85-ft-long, broad-gage (5-ft, 3-in.) units, of which two will be passenger coaches with buffet and two will be all-passenger coaches. They will operate on the Central of Brazil. The other 19 cars will be 61½-ft-long, meter-gage (3-ft, 3-⅜-in.) units, of which eight will be passenger coaches with buffet and 11 will be all-passenger coaches. These cars will operate over various meter-gage railway systems in seven Brazilian states. Budd also is working on an order for 103 car sets (206 units) of Pioneer III-type meter-gage rail trucks and disc brakes in knockdown form for Brazil's Estrada de Ferro Sorocabana Railroad. Budd's Brazilian licensee has begun to build the 103 Pioneer meter-gage main-line cars which will operate on the 206 trucks. Construction of the 103 cars is expected to be completed in 1962. Purchase of the trucks is being financed under the same credit arrangement that prevails for the 23 RDC's.

► *New York City Transit Authority.*—Will award a contract this week for 220 new subway cars to be placed in service on the IRT line (RA, June 12, p. 39).

New Facilities

► *REA Express.*—Opened a $31,000 terminal in Green Bay, Wis., June 26. New terminal replaces facilities formerly maintained at three separate locations.

FOREIGN

► *Indian Railways.*—Bids are invited until Aug. 16 for supply, erection, testing and commissioning of equipment for the traction substations and switching stations of the Tambaram-Villupuram section, Southern Railways, Calcutta. Tender documents may be obtained from the General Manager and Chief Engineer, Railway Electrification, 235 Acharyya Jagadish Bose Road, Calcutta 20.

► *Liberia Mining Co., Ltd.*—Ordered equipment from General Railway Signal Co. for installation of 43 miles of Type K2 centralized traffic control between Monrovia and Bomi Hills Jct., Liberia. Eight diesel locomotives will be equipped with automatic train control and cab signal apparatus.

► *Manila Railroad Co.*—Seeks bids on supply of 11 mobile radio stations and 16 fixed stations. Inquiries should be addressed to G. C. Genito, Chief Electrical Engineer, 943 Azcarraga, Manila, Philippines.

SUPPLIERS SEE THREAT IN S. 1197 (*Continued from page 9*)

we have been forced, by the recent dearth of railway orders, to contribute to the unfortunate situation prevailing in many of these distress areas."

As further evidence of the nationwide impact of railroad purchasing, RPI submitted a chart showing origin of products used in freight car construction—steel products from 27 states and lumber, rubber products, paint and chemicals, lubrication products, cotton and cotton products, aluminum and alloy metals "manufactured not only in the major industrial areas but also in many cities in many states."

Multiply one "symbol car" by 100,000—"the number mentioned by most railroad men as necessary to modernize the nation's car fleet—and you can readily imagine what a stimulant such a production rate would be to industry, employment and local prosperity in almost every state. . . . Very much the same story could be told with any other major item on the railroads' shopping list—with locomotives, yards, centralized traffic control, signals, track, shops, terminals, to name a few. In every case, the dollars spent by the railroads quickly fan out through our entire economy, providing jobs and payrolls in literally hundreds of communities."

RPI, Mr. Scallan said, recently made a check of the entire equipment and supply industry, to ask two questions:

- Where are your production facilities located and how many employees are now working in each plant?
- How many people were employed in these same plants in your maximum production year since 1946?

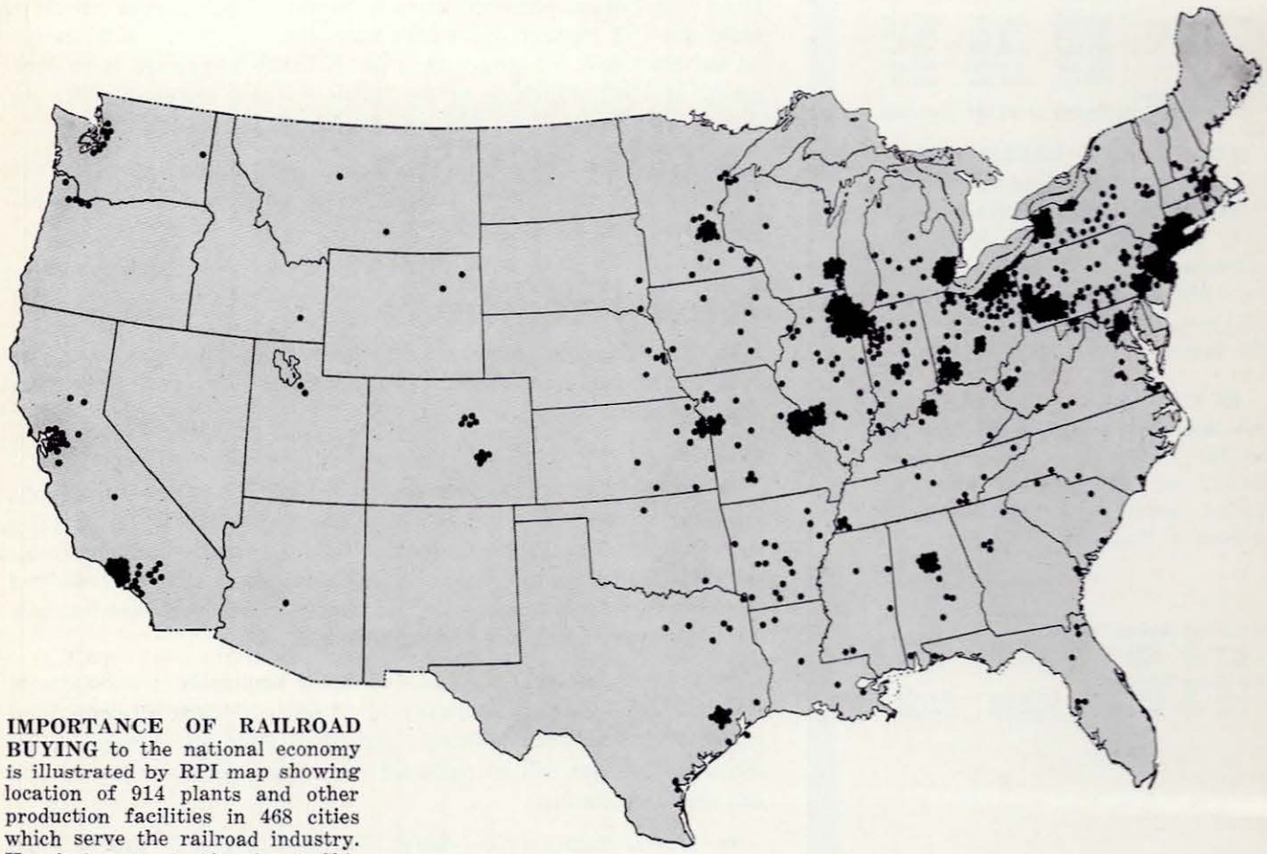
A 46% return from the questionnaires, he reported, indicate that "there has been an average reduction of 29.5% in employment in the 914 railway supply plants for which we have figures."

Mr. Scallan noted that the committee heard previously "from railroad and shipper experts who can describe in detail what the application of the new rate-making rule proposed in S. 1197 will do to the railroads and to the shippers who foot the freight bills of commerce and industry. We accept their appraisals as valid and sound, and we subscribe wholeheartedly to the conclusion reached by the Member Roads of the Association of American Railroads . . . [that] 'To deny railroads the opportunity to translate their low operating costs into low prices to the public (as S. 1197 would inevitably do) is to deny railroads the right to live.'"

Such a denial, Mr. Scallan concluded, "applies with equal force to the railway equipment and supply industry."

Railway Equipment and Supply Company Plants

(Each dot represents one plant or production facility)



IMPORTANCE OF RAILROAD BUYING to the national economy is illustrated by RPI map showing location of 914 plants and other production facilities in 468 cities which serve the railroad industry. Heaviest concentration is at Chicago (125 plants) and in the New York-New Jersey area (76).

'Buy Now,' Carbuilders Advise

► **The Story at a Glance: The American Railway Car Institute has issued a strongly-worded statement calling on railroads to "buy now" to forestall a threatened freight-car shortage of serious proportions. The shrinking car fleet, coupled with the rising number of cars needing repairs, bodes no good for either the railroad industry or the public it serves, warns ARCI.**

Freight cars are being scrapped far faster than they are being replaced—yet commercial carbuilders have barely two weeks' work (at peak production schedules) on their books.

That was the salient point of a "buy now" appeal issued last week by Walter A. Renz, executive vice president of the American Railway Car Institute.

"The rolling stock of this country's railroads is in the poorest condition since the depression days of the 1930's and not prepared to meet the imminent needs of a resurgent national economy," asserted Mr. Renz. "During 1960, over 70,000 freight cars were scrapped and only 46,000 new ones placed in service. The process was accelerated during the first half of this year, with cars being junked more than twice as fast as they were being replaced.

Freight-Car Total Shrinks

"The total fleet of our Class I railroads today adds up to about 1,650,000 cars. Thus, over the past dozen years, this fleet has shrunk by about 5% in a national economy that has nearly doubled in size."

But the dwindling car fleet, said Mr. Renz, isn't the whole story:

"For right now, 10% of the cars retained in the fleet are unfit for use. The situation is made the worse because it is uneven, with bad-order cars running as high as 30% for one railroad and around 25% for others. Our whole railroad system would have been in trouble a long time ago if other lines had not kept their rolling stock in good order. Freight cars, on average, are 18½ years old.

"It is not enough to concentrate on the increased utilization of a dwindling freight-car fleet. In a country as large as the United States, the present fleet represents a dangerously low level. A car in demand in California cannot be supplied from a surplus in New Jersey.

"Complaints about this condition have been coming from shippers in increasing numbers. Typical is the case of the country's corn refiners, who incur an annual freight bill of $66 million. Their traffic managers, meeting this spring in St. Louis, called attention to shortages and poor quality of cars. Similar complaints have been made by other industry groups."

Mr. Renz then made his "buy now" appeal:

"Unless the railroads, especially those carriers that have been depending on others to do the buying, start replacing worn-out equipment, we may see a recurrence of the experience of several years ago when grain was piled on the ground because of the lack of cars and much of the grain blew away. Only this time the shortage of cars will reach out to many more classes of commodities.

"From every standpoint this is the prudent time to order freight cars. The commercial carbuilders are capable of turning out 10,000 cars a month—cars that are revolutionary in design and capable of achieving economies that would make the railroads far more competitive. Yet the carbuilders' backlog is something like 4,000 cars—less than two weeks' work at peak production rates.

"It is sound business practice to have good freight cars and enough of them to meet any betterment in the economy."

Mr. Renz, who noted that ARCI is a "longtime proponent of consistent buying," was critical of railroads that "have tended to defer purchases of capital equipment until after the economy has gone into high gear."

"Through all the years of lean orders," he said, "the carbuilders have remained determined to help their railroad customers in the struggle to regain lost traffic. The carbuilders have been spending more heavily than ever before on research and development designed to help the railroads to reach out and obtain a large proportion of freight traffic. To achieve this objective, equipment must be upgraded, special equipment must be increased, new types of equipment must be developed and the old equipment must be retired and replaced.

"In every instance where the railroads have followed this line of reasoning, important gains were registered. The tremendous success of piggyback is familiar enough. More recently, there have been such innovations as lower-slung cars to overcome tunnel obstructions. Yet another case in point are the flat cars equipped with racks that have brought new-automobile traffic back to the rails. In addition, the carbuilders have come up with devices to help eliminate the $120-million-a-year damage to freight, and containers do away with pilferage and cut handling costs. The demand for this modern rolling stock is clear enough, the need of the railroads is undeniable and the ability of the carbuilders never was greater."

Bright Spots: GATC, Thrall

A Railway Age survey last week turned up at least two bright spots in the carbuilding picture.

General American is "doing well" at both its East Chicago, Ind., and Sharon, Pa., plants, according to President Spencer D. Moseley. GATC production looks good into the fourth quarter on current orders alone. Sharon (tank cars) is operating at peak and can keep it up for two to three months on existing business. East Chicago (piggyback flats, Airslides and Dry-Flo cars) is running two production lines and operating at a bit under two-thirds peak.

Thrall Car likewise isn't reflecting any recession in its order book. The Chicago Heights, Ill., plant, on vacation for the past two weeks, goes back to full operation July 10 with an order for mill gondolas to finish up, 3,500-cu-ft hoppers to build steadily, and orders for flat, ingot, and pulpwood cars to keep production facilities busy. President R. L. Duchossois' comment about what's ahead: "We're not hurting—and we're encouraged about orders coming up in the future."

Passenger cars, oddly enough, account for quite a bit of the current business elsewhere. Pullman-Standard's Bessemer, Ala., freight-car plant is closed; plants at Michigan City, Ind., and Butler, Pa., are operating at about 50% capacity but face closing sometime next month if new orders aren't forthcoming. But P-S is keeping busy at South Chicago with the remodeling (for push-pull) of 48 C&NW suburban coaches and construction of 20 baggage-car shells for Santa Fe. Coming up later in the year will be 53 commuter cars for New York Central and the Port of New York Authority. Transit equipment—subway cars for New York—is also keeping St. Louis Car busy.

C&O Eyes Tax Gain in Proposed

► **The Story at a Glance: Chesapeake & Ohio's presentation in support of its application to the ICC for authority to control the Baltimore & Ohio now includes a proposal that the New York Central be required to reduce its holdings of B&O stock to a point which would permit consolidated C&O-B&O income tax returns. The proposal was made by John E. Kusik, C&O's senior vice president for finance, as the Commission's hearing on the application continued.**

The hearing also embraces Central's competing application for control of C&O; and, in that connection, a shipper representative, called as a C&O witness, turned out to be a supporter of both applications. He was H. O. Mathews, vice president in charge of transportation and distribution for Armour & Co.

Financial and traffic officers of the Chesapeake & Ohio and Baltimore & Ohio and other supporting witnesses continued last week to round out C&O's case for authority to control B&O. They appeared at the ICC hearing, now in its fourth week, which is being held in Washington before Examiner John L. Bradford.

C&O Vice President Kusik's proposal that Central be required to trim its holdings of B&O stock came in his answer to a question asking whether the "substantial" purchases of B&O stock by Central, its affiliates and Alleghany Corp. have any "potentially adverse effects" on control of B&O by C&O. Meanwhile, the testimony of the C&O's assistant vice president for finance, John F. Kerslake, had noted that consolidated tax returns could not be filed unless C&O succeeded in acquiring 80% of the B&O's stock. Mr. Kusik said:

"The purchase and continued ownership by Central . . . of more than 20% of the B&O stock will deprive C&O and B&O of the opportunity of filing consolidated income tax returns. The filing of consolidated returns would save the C&O-B&O combination many millions of dollars. It is, therefore, of greatest importance to C&O and B&O that the Commission should require Central, Alleghany and their affiliates to sell as much of their B&O stock as will permit the realization of the benefits that will flow from the filing of consolidated returns. To fail to do so would deprive B&O and C&O of funds which are urgently needed to aid B&O to render an economic and efficient transportation service, without producing any benefits to Central and its affiliates."

On the basis of detailed figures presented by Mr. Kerslake, Mr. Kusik said it appeared that "potential tax savings during the first five years, in the event of a consolidated B&O-C&O tax return, would reach the area of $50 million." To block this saving, Mr. Kusik added, "would do inestimable damage to the ability of the two carriers to carry out in the shortest possible time the rehabilitation and modernization of the B&O."

That's the $232-million, five-year program discussed at previous sessions of top executives and operating officers of the C&O and B&O (RA, June 26, p. 14; July 3, p. 32). To carry it out alone, B&O "perhaps could not obtain the necessary funds," Mr. Kusik had said before getting into the consolidated-tax-return phase of his presentation.

But B&O "does not need to go it alone," the C&O's top finance officer continued. As to how the B&O's rehabilitation program would be financed, Mr. Kusik expressed his belief that every phase of it could be financed in ways "that have been heretofore employed by the C&O, so that each represents a tried and tested manner of financing."

Mr. Kusik also said that funds could be raised against such B&O investments as its holdings of B&O Chicago Terminal, Western Maryland, Reading and Buffalo, Rochester & Pittsburgh. Affiliation with C&O "should enable B&O to obtain better financing terms," the C&O vice president also said.

Defending his road's control-now-merger-later position, Mr. Kusik said immediate merger would downgrade C&O's debt securities and upgrade B&O's. "Our plans for B&O during the period of control will increase B&O's earning power and improve its debt position," he added.

Another C&O financial officer—Roger F. Brown, director of financial planning—foresaw what he called a "critical" shortage of working capital for B&O if it attempted to carry out the five-year rehabilitation program without C&O assistance.

Traffic officers heard were J. W. Phipps, Jr., B&O's vice president-traffic; Gregory S. Devine, a C&O senior vice president who is in charge of coal traffic; and James E. Doule, C&O vice president in charge of merchandise traffic. The general theme of their coordinated testimony was that the proposed affiliation would not hurt other roads but would put B&O and C&O in a better position to meet the competition of other modes of trans-

Piggyback Scores Again

Lull Engineering Co., St. Paul, Minn., manufacturer of this heavy-duty log loader-carrier, found its 10½-ft height too tall to clear highway underpasses enroute to the Salem Equipment & Supply Co., Missoula, Mont. Northern Pacific piggyback service solved the problem and offered savings in handling since the shipper was some distance from rail trackage.

Affiliation with B&O

portation, thus benefiting not only those two roads but their connections as well.

All three traffic officers denied that a B&O-C&O affiliation would result in any substantial diversion of traffic from Central. Mr. Phipps said B&O would never conduct a "raid" on Central, adding that, even if it did, "the project would be a complete failure." Mr. Devine said the coal traffic of Central "is not the target of a C&O-B&O affiliation." And Mr. Doule said it would not be the policy of C&O to seek the diversion to C&O-B&O of any merchandise traffic now moving NYC-B&O.

Vice President Mathews of Armour & Co., first made his statement supporting the C&O application, saying that the basis of Armour's support of this proposal was "the financial strength of the C&O and the financial insecurity of the B&O." In this statement, Mr. Mathews also said:

"We feel that strengthening of the financial situation of the B&O is absolutely necessary if that railroad is to provide in the future the quality of service that we require . . . In my opinion, C&O control of the B&O will not materially reduce competition in transportation in view of the great amount of competition now faced by the railroads from other modes of transportation."

When he had finished reading this statement, counsel for Central asked Mr. Mathews if he had a supplemental statement. And he did. It said Armour's support of C&O's application "should not be interpreted as opposition to the Central's application."

In this second statement, Mr. Mathews explained that, since filing the statement in support of the C&O application, Central "has pointed out to us that it also has an application pending for authority to control the B&O either solely or jointly with the C&O; that it favors a three-way merger of C&O, B&O and Central, if possible. . . . The Central has further advised us that, in its opinion, the approval of the transaction proposed by the C&O, if Central is excluded, will have a serious adverse effect on Central's ability to provide adequate transportation service to Armour and the rest of the shipping public dependent on New York Central's services."

Mr. Mathews went on to refer to Armour's "extensive use of Central's service," and to his original statement's reference to Armour's "vital interest in steps being taken which will strengthen the financial situation of the B&O."

"We have an equally strong interest in preservation, and if possible, the strengthening of New York Central's ability to provide in the future the quality of service we require," the Armour vice president added. Noting his original statement's assertion that the proposed C&O-B&O affiliation would not materially reduce competition, Mr. Mathews said he would have "the same opinion with regard to a merger between B&O and Central, or a merger among all three railroads."

Among other C&O witnesses were Joseph L. Stanton, executive director of the Maryland Port Authority; Winthrop C. Lenz, vice president of Merrill Lynch, Pierce, Fenner and Smith, who testified principally regarding that firm's role in negotiations preceding C&O's exchange offer to B&O stockholders; and Edward V. Milholland, vice president of Gore, Forgan & Co., which assisted in the 1955 recapitalization of B&O.

CN Set to Build 61-Mile Branch Line in Quebec

The sound of railroad construction will echo again soon in Canada's Quebec northland. Canadian National will build a 61-mile branch line to the Mattagami Lake mining area. The new line will link the Mattagami mines with both the Toronto and Montreal districts via the loop line built between the Abitibi and Lake St. John districts from 1954 to 1959 (RA, March 9, 1959, p. 13).

The new line will cost an estimated $8,400,000. A late-in-1962 target date for its completion coincides with the production schedule of the mines. It is hoped that 165,000 tons of zinc concentrate will be shipped yearly to a new smelter that will be built by the mining company and 25,000 tons of copper concentrate will go to Noranda for smelting.

The line will also serve a town of 3,000-5,000 people and aid in the development of additional mineral and pulpwood resources.

CN officers of the St. Lawrence Region, together with the Quebec area engineering staff, will supervise construction of the line. It will require 196,000 ties, 210,900 cu yd of gravel ballast, and 9,126 net tons of 85-lb rail. It will cross two steel bridges and six timber trestles. Heaviest grades (120 ft in four miles) will center around the Baptiste River.

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You Ought To Know...

Substantially reduced rates on grain moving to points in the Southeast have been filed by the Southern to become effective by Aug. 15. Executive Vice President D. W. Brosnan said the new volume rates are made possible by the road's new lightweight aluminum cars, and are designed to recapture traffic now moving by unregulated carriers. Sample reduction: Present rate from St. Louis to Gainesville, Ga., is $10.50 per net ton. New rate will be $3.97 per net ton when in lots of 1,800 tons, $4.07 in lots of 900 tons, $4.17 in lots of 450 tons.

A new multi-deck rack for automobiles will be shown by the Dana Corp. July 13 in the DT&I yards at Ecorse, Mich. Dana will also demonstrate a floating platform for an 85-ft piggyback car for handling container, saddle back or rack-type shipments.

Additional piggyback trailers are being acquired by Lifschultz Fast Freight (through both purchase and leasing arrangements) to handle increasing traffic between the Midwest and California.

A 26-ton gas turbine engine, completely assembled, has been shipped via piggyback by Westinghouse Electric Corp. The 18-by-8-by-7-ft unit moved aboard a low-bed truck trailer which was put on a Reading flat car in North Philadelphia. Destination: Port Arthur, Texas.

An "industry of flabby giants" potentially strong but lacking "willpower and drive" may result from the rail merger movement, the BRT's Charles Luna charged last week. Mergers are not in the public interest "except as the only alternative to total collapse of service," the Trainmen's assistant to the president told a West Coast union meeting.

First piggyback shipment of outboard boats has been made by Brunswick Boats Division, Little Falls, Minn. Eighteen fibreglass outboards were slant-loaded six to a trailer. One shipment traveled to Seattle, Wash., via the Northern Pacific, another to Beaumont, Tex., via the Burlington. Brunswick says the boats "arrive in better condition than if they were hauled over the mountains by truck," also notes that the cost of piggyback to the Pacific Coast is "somewhat lower" than overland trucking.

A commuter income tax imposed by New Jersey on its residents who work in New York went into effect July 1. The tax is designed to divert from Albany to Trenton between $38 million and $50 million now paid to New York by commuters from New Jersey. New Jersey plans to use the money to finance commuter rail and bus improvements. There are indications New York may test the legality of the new tax law in the courts.

The Milwaukee paid only a $200 fine for one violation of the Hours of Service Act during the four months ended with May, according to the ICC. A previous report that the road had paid fines totaling $10,000 (RA, June 19, p. 40) was erroneous.

Fred G. Gurley just can't stay retired from railroading. Mr. Gurley, president of Santa Fe from 1944 to 1957 and chairman of the board 1957-59, is keeping busy as a consultant, assisting in a survey of Colombia's transportation and future transport requirements for the International Bank of Reconstruction and Development and the Colombian government.

Sale of the Hudson & Manhattan to the Port of New York Authority has won the backing of the New York-New Jersey-Connecticut Regional Plan Association—but the association says rehabilitation of the H&M should be regarded as only the first step toward a broader solution: a "unified rail commuting agency" for the whole three-state, 22-county commuting area.

Rail subsidies in Canada have drawn sharp fire from the Canadian Conference of Teamsters. Signatures of 40,000 Teamsters are being sought for a resolution to be presented to Prime Minister John Diefenbaker calling for an end to railroad subsidies, which the Teamsters say amount to "as much as $6 annually from every taxpayer in Canada."

Contract for reconstruction of a 503-mile portion of the 817-mile Hejaz Railway, which runs from Damascus, Syria, to Medina, Saudi Arabia, has been awarded to the German firm of Becker. Seventeen other companies submitted bids, including U.S., Japanese, Spanish and Arab firms (RA, Feb. 6, p. 31).

Albany's Union Station has won an official reprieve. The State Public Service Commission rejected a New York Central plan to sell the Albany station and invest $1,132,900 in new passenger and freight terminal facilities in Rensselaer across the Hudson River. NYC claimed the plan would save $500,000 a year in operating expenses.

Rate practices of the General Services Administration are "out of tune with reality and injurious to the nation's essential common carrier system," the U. S. Chamber of Commerce told a Senate Appropriations subcommittee. The Chamber asked Congress to cut GSA's budget for Transportation and Public Utilities Service and to "admonish" GSA on its participation in cases before regulatory agencies. GSA's "voluminous" presentations and "extensive" arguments often duplicate material developed by regulatory commissions and contribute to the delay of important rate decisions, the Chamber asserted.

Four 1,420-hp diesel-electric locomotives built by General Electric at Erie, Pa., are on their way to the Republic of Gabon in Central Africa, completing an order placed by COMILOG, a French mining company. Three similar units were delivered last year. Total cost of the order was $1.5 million.

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Green Board From the ICC

The Interstate Commerce Commission's decision in the hotly contested "Plan III and Plan IV Piggyback Case" is as conscientious and intelligent a job as anybody could possibly ask. It hacks a path through the jungle of indefensibly complex regulatory law, and lays bare the fundamentally simple economic facts. It decides that economics, unrestrained by outworn tradition, should be given a chance to improve the nation's freight transportation service, and reduce its cost.

A great many of the Plan III and IV rates were at issue in this proceeding, into which several individual cases were merged. In essence, what the Commission found was:

- That the rates for the service, except in a couple of isolated instances, are fully compensatory —and often even richly so.
- That the rates (even after inclusion of added costs to shippers for trailer and car hire, and collection and delivery expense) save money for many patrons and meet the threat of private trucking in many, if not most, cases; and that shippers are practically unanimous in favor of the service.
- That the evidence does not indicate that the motor common carrier industry is in any danger of destruction because of this service.
- That, as far as "national transportation policy" is concerned, the service under attack is "the end result of an effort by the respondent railroads . . . to maintain their position as a strong partner in the national transportation system." (That the railroads' relative position is in jeopardy is shown by the fact that total ton-miles in 1957 were 249% of those of 1939, while "the corresponding percentage changes in railroad, motor, water, pipeline and airway participation in that period were 185, 494, 241, 419 and 5009%, respectively.")

In sum, as far as the Commission is concerned, railroads are at liberty to continue and extend their Plan III and Plan IV services, to the degree that they can find customers to support them.

Just as interesting and as heartening as the decision itself is some of the evidence on which the findings were based. For one thing, the ICC was not at all worried about some complaints as to trailer-leasing and other incidental practices. If practices are found that are illegal, steps can be taken to put a stop to them.

Neither were the regulators thrown into a panic by the suggestion that rates under Plans III and IV might attract traffic now handled in box cars at higher rates. It cited a case of a railroad which loaded 46 tons of forwarder traffic into 7 cars, for which it received $1,524 in revenue and incurred expense of $510 at the initial terminal, leaving $1,014, or $145 per car, to cover all other costs. The same railroad loaded 33 tons of forwarder traffic in one Plan III car which produced $451 in revenue and on which terminal expense was less than $38 at origin and destination combined.

(Our own idea would be that freight should be encouraged to use the vehicle—whether it be a piggyback trailer or a box car—that will (1) save expense to the patron and (2) increase the net earnings of the carrier. Maybe box car service would be more attractive to shippers and more profitable to the carriers if it, also, like Plan III, were rated on a full-load basis at a reasonable mark-up above costs. In any event, railroads are in business to produce net earnings, and not primarily to preserve traditional types of equipment and rates—unless, of course, these latter can prove their ability to do a job. The ICC isn't as explicit as this in its expression, but it certainly shows some degree of hospitality to this line of thought.) In a separate concurring opinion Commissioners Murphy and Herring said:

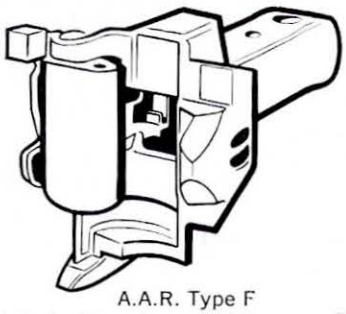
"Neither the railroads nor other public carriers can survive the reality of do-it-yourself competition, unless they conquer the factors which have been diverting the high-rated traffic from them. Certainly the private carrier does not concern himself with 'classification principles' when he loads his own trucks. . . ."

And the Commission betrayed no shock at the opinion of many shippers that the commodity-mix rule (permitting no more than 60% of the total load to be one commodity) should be scrapped. (Railroads have no such rule for trailers they haul for truckers under Plan I. Why apply it to their regular customers under Plan III?)

NOW IT'S UP TO THE RAILROADS

The Commission has done a monumental piece of work in this decision. We incline to the opinion that credit for its excellence should be shared with the successful litigants and shippers who took the trouble to do a thorough job in presenting their case.

Unless disgruntled opponents contrive some further legalistic delays, railroads now have the opportunity they have so long sought, to improve the attractiveness of their service in an important traffic area. They will be expected to exert themselves to the utmost in taking full advantage of this opportunity—and there's no doubt at all that that is exactly what they will do.



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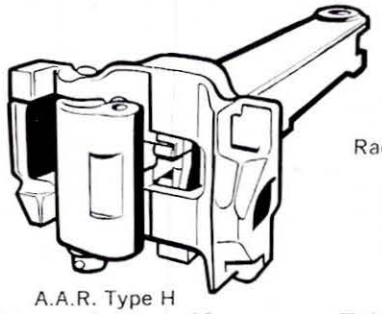

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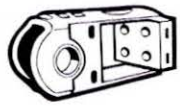

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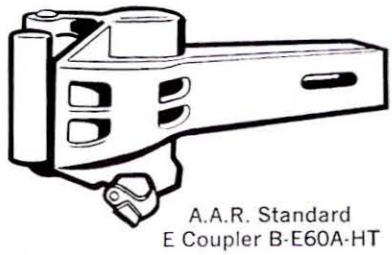

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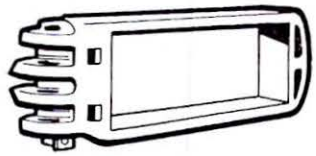

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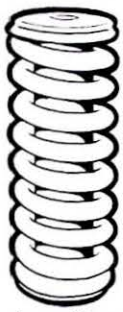

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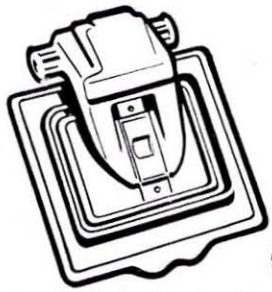
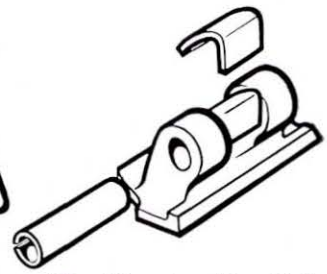
Rubber Type Resilient
Side Bearing



Composite Articulated
Journal Box Lid



Journal Box Hinge Lug Wear Plate
and Self-Adjusting Bushing

Symington
Wayne
CORPORATION

SYMINGTON DIVISION

WORKS:
DEPEW, N.Y.

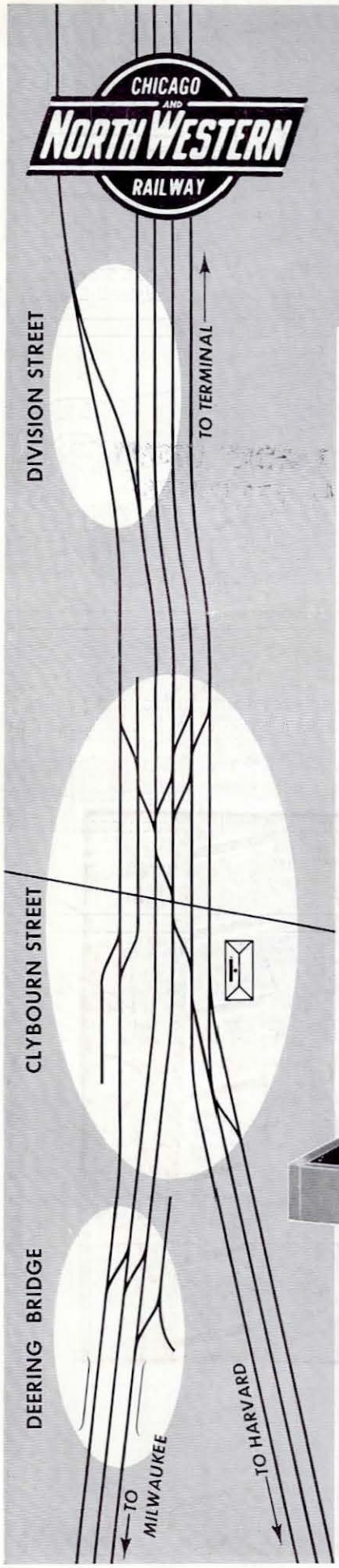
New York
Chicago
Boston
Philadelphia
San Francisco
St. Louis

In Canada:
Adanac Supplies, Ltd.
Montreal, Quebec

GRS CODED NX

Handles 150 trains per day
Controls 3 interlockings on C&NW

CHICAGO AND NORTH WESTERN RAILWAY



The Chicago and North Western Railway has an NX interlocking control machine at Clybourn Street, Chicago, which controls three interlockings.

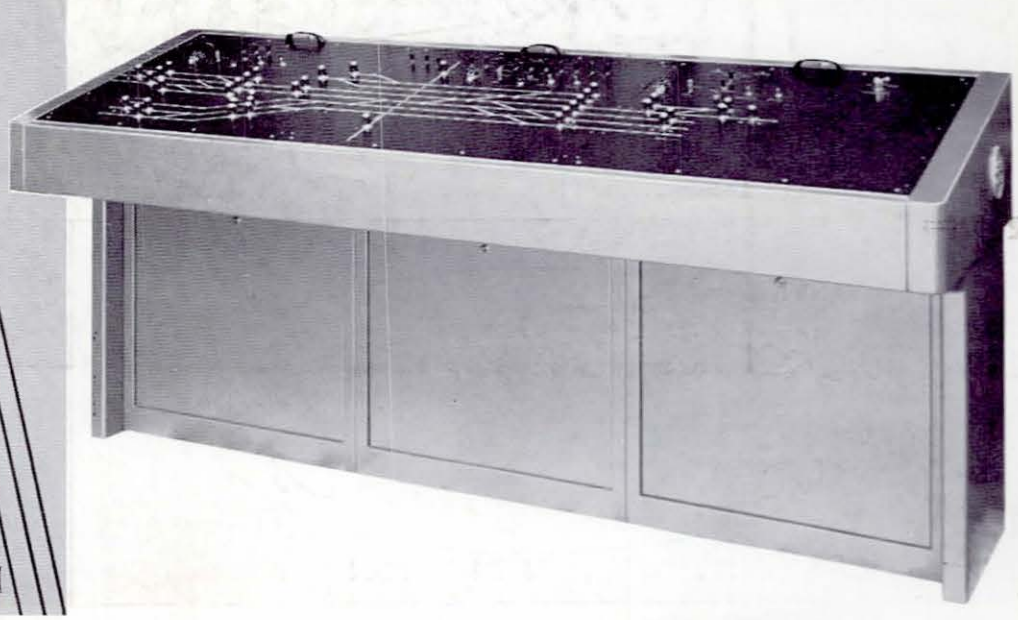
The NX control machine is a high-speed, semi-automatic interlocking route setter. Only two motions are needed to set up any route—even the most complex. Selection of best available route, route line-up and route restoration are all automatic.

A separate Syncrostep® coded remote control system is used to control each interlocking. Thus only one pair of control line wires is needed between the tower and each of the three interlockings. Syncrostep, chosen because of its speed, simplicity, and reliability, is well suited to handle the upwards of 150 daily suburban and main line trains.

GENERAL RAILWAY SIGNAL COMPANY

TOOLS FOR TRANSPORTATION

ROCHESTER 2, NEW YORK

NEW YORK 17, NEW YORK CHICAGO 1, ILLINOIS ST. LOUIS 1, MISSOURI

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